

DEVELOPMENT ADVISORY COMMITTEE MINUTES

The Development Advisory Committee (DAC) met on March 6, 2019 at 9:00 a.m. in the County Council Chambers, 212 S. Bond Street, Bel Air, Maryland. The meeting was chaired by Moe Davenport, Department of Planning and Zoning.

The following members were in attendance:

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|-----------------|----------------------------------|
| Moe Davenport | Chairman, DAC |
| Bill Snyder | Volunteer Fire & EMS |
| Robin Wales | Department of Emergency Services |
| Patrick Jones | Soil Conservation District |
| Len Walinski | Health Department |
| Lisa Kalama | Health Department |
| Daryl Ivins | DPW Water and Sewer |
| Mike Rist | DPW Engineering |
| DFC Dan Buchler | Sheriff's Office |
| Rich Zeller | State Highway Administration |
| Jen Wilson | Planner, Development Review |
| Eric Vacek | Planner, Development Review |
| Lori Pietrowski | Administrative Specialist |

Also in attendance:

| | |
|--------------------|------------------|
| Richard Steiner | Jerry Norris |
| Kimberly Davenport | C. Schwartz |
| Ray Paquin | Wayne Bunce |
| Joan Porte | Gene Ports |
| Laura Dregier | Marcia Geno |
| Anjum Khalid | Raymond Steele |
| Marylee Stritch | Lonnie Vick |
| Jesse Cunningham | Bob Starkey |
| Beth Shepard | Jesse Mekins |
| Ned Hatcher | Lydia Tallie |
| William LaViers | Wilson Bailey |
| Caroline Bailey | Nick Bailey |
| Mary Skwarek | Jerry Skwarek |
| Amy DiPietro | Cindy Arthur |
| Kim Bunce | Randall Bright |
| Nyhara Watkins | Todd Urness |
| Mark Hammerbacher | John Popowski |
| Anne Popowski | Brian Roberts |
| Denise Nelson | Ed Grimm |
| Janet Hardy | Patricia Cantler |
| Jane Zinser | Raymond Zinser |
| Joseph Saunders | Monica Hall |

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Leona Van Rossum
Linda Ryan
Frank Kobus
Arthur Benser
Susan Beckwell
Jeff Chalk
Mandi Capron
Wayne Thibeault
Dawn Evans
Terrance Thompson
Louis Parnes

Gerry Babyok
Dennis Reimann
Mark Kobus
Glenn May
June Arrington
Rebecca Harper
John Van Rossum
Jonathan Ritter
David Hinkley, Jr.
Yvette McCullough

Moe Davenport, of the Department of Planning and Zoning, welcomed everyone to the meeting. He explained there are several plans on the agenda. Mr. Davenport explained that a brief presentation will be given by the consultant for the project. The DAC members will give their comments on the project. The meeting will then be opened up for anyone in attendance that may have questions or comments. If anyone has questions that are not answered, there are information request forms that can be filled out and submitted to the Department of Planning and Zoning and they will be responded to in writing. There is an attendance sheet circulating for everyone to sign. If a correct address is given, a copy of the minutes will be mailed or e-mailed. The minutes are recorded and will also be published to the Department of Planning and Zoning's website.

1812 WALTON ROAD

Located on the west side of Walton Road; south of Interstate 95. Tax Map 61; Parcel 412; Lot 2. First Election District. Council District A. Planner Jen.

Plan No. S52-2019 Construct 3,200 sf 2 story Building for Electrical Contractor/
0.918 Acres/CI.

Received 02-06-2019 Stephen J. Martin/MJA Incorporated/CNA.

Verbatim Transcript

Bob Capalongo with CNA presented the plan:

This morning I'm here to briefly present a contractors yard/office proposed at 1812 Walton Road at the intersection of Van Bibber Road here and Walton Road. It backs up to 95. Interstate 95 is just above the sheet here and this is 24 coming down the back side of it. Everything meets the requirements of the zone, the use, the setbacks, the parking etc. That is basically it.

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Bill Snyder – Volunteer Fire and EMS

- Building shall have a Knox Key Box installed if it has an automatic sprinkler system or a supervised, automatic fire detection system per NFPA 1, Part III, 3-6. Key Box shall be keyed for the Abingdon Fire Company: 410-638-3955.

Robin Wales – Department of Emergency Services

The proposed building must display 8" –10" address numbers and letters. The addresses must be clearly visible from Walton Rd.

Emergency Services must have a list of at least 3 (three) emergency contacts for notification, response, and securing purposes if the facilities are not in operation 24 hours a day.

Patrick Jones – Soil Conservation District

No formal plan is required, however adequate sediment and erosion control still need to be provided for the site. It is still the owner's responsibility to ensure no sediment leaves the site.

Len Walinski – Health Department

The Harford County Health Department (HCHD) has extended its approval for the above referenced site plan. The site is located on the west side of Walton Road, south of Interstate 95.

This plan proposes to construct a 3,200 sq. ft. two (2) story building for an electrical contractor. The site is serviced by public water and sewer.

Additional comments from this office will be provided at the time of the building permit or tenant/occupancy permit. It is the responsibility of the owner/operator to be aware of any regulatory requirements for the proposed use and for obtaining appropriate permits.

The owner/developer is reminded that during the development of this project when soil moisture conditions are low, measures must be implemented to prevent the generation of dust until a permanent vegetative cover is established and all paving is completed.

Daryl Ivins – DPW Water and Sewer

A flow test must be performed to determine if there is adequate fire flow to serve the proposed development. The developers engineer shall contact the Water and Sewer

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Division's Maintenance Department to schedule the test. After the test results have been obtained, the information must be submitted to the Division of Water and Sewer for review.

After the public water supply has been determined to be adequate for the proposed project, the following comments shall be included as conditions of Site Plan approval for the above-described project:

Since the elevation of this property is above the recommended elevation for sufficient pressures in the private portion of the water service, the Division of Water and Sewer recommends that a hydro pneumatic tank and booster pump be placed in the building.

An inside water meter setting shall be provided for this project.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. The Commercial Service Application Number 20028 must be added to the title block of the site plan submitted with the Application for approval. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information.

Mike Rist – DPW Engineering

1. A grading permit or standard sediment control plan shall be required for land disturbing activities exceeding 5,000 square feet.
2. This lot was part of the original parcel, which also included Lot 1 at 1814 Walton Road. Stormwater quantity management has been provided in the existing facility for both lots. The Engineer shall provide verification that the proposed improvements do not exceed the approved design. Limits of the 100-year ponding elevation shall be shown on the site plan.
3. If land disturbing activities exceed 5,000 square feet additional management must be provided for this site in accordance with the 2000 Design Manual as amended by Supplement 1.

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4. Maintenance of the stormwater management facility is the responsibility of the lot owner (s).
5. A maintenance inspection has been conducted for the pond providing stormwater management for the site. Items noted on the inspection report must be completed as a condition of approval for this lot.
6. A commercial access permit is required for the site.
7. The entrance width shall be 30' with 30 minimum curb radii. A culvert shall be provided under the entrance to maintain the side ditch drainage along Walton Road and shall be shown on the site plan.
8. All pavement striping and traffic control sign shall conform to the Manual on Uniform Traffic Control devices and State Highway Administration Supplement.
9. A utility permit will be required for the construction for the Water and Sewer connections with the County right-of-way.

DFC Dan Buchler – Sheriff's Office

The Harford County Sheriff's Office has no comment.

Rich Zeller – State Highway

The MDOT SHA has no objection to Site Plan approval as the proposed access to this site will be from a county road and there are no right-of-way impacts to the MDOT SHA.

If there are any questions, please contact Mr. Richard Zeller at 410-229-2332 or toll free (in Maryland only) at 1-866-998-0367 x2332 or by email rzeller@sha.state.md.us.

Jen Wilson – Planner

1. Prior to plan approval, a Cost Estimate must be submitted for the proposed landscaping that provides for the cost of materials, installation and maintenance.
2. Additional landscaping and screening will be required in the future for any building addition or storage area. Dumpsters, storage and service areas must be screened

from the public road and adjacent properties.

3. When constructed, the proposed parking lot must meet the required 5' setback from the road right-of-way.
4. Lighting shall be designed and controlled so that any light shall be shaded, shielded or directed so that the light intensity or brightness does not adversely affect the adjacent properties or road right-of-way.
5. All proposed signage shall conform to the Sign Code and permits shall be obtained from the Department of Planning and Zoning.

Public Comments –

Cindy Arthur – Is this where you have to go down Edgewood Road and make a left onto Van Bibber and go down to the end?

Bob Capalongo – Yes

Cindy Arthur – So, this is exactly where their building are going to go too. So, these are all going to coordinate together.

Moe Davenport – No.

Cindy Arthur – Well, they are going to be in the same project area.

Moe Davenport – They are off of Van Bibber Road.

Cindy Arthur – Right and that is exactly where this other project meeting we are here for.

Bob Capalongo - This address is actually Walton Road.

Cindy Arthur – Right, but it is all there. They have to come down Edgewood Road to Van Bibber and we already have a problem there that we are opposing now and then this is going to be constructed all at the same time. So, now we are going to have double the problem of getting in and out of our roads. Has there been a Traffic Study what so ever at Van Bibber and Edgewood to coordinate with all of this?

Moe Davenport – This is a recorded lot and they are not producing trip generations over 250 average daily trips so this particular applicant does not need to do a traffic study because of the trip generation but, we have a traffic study for the other project that affects the same intersections but, it is not the responsibility of this applicant at this point in time.

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Citizen – I was just going to try and answer her question. Our traffic impact is four people.

Moe Davenport – Thank you.

Barbara Risacker – I just have a general question. I recently studied the Green Infrastructure Plan and if you look at the map all of these things that we are discussing today are all in a core area of the Green Infrastructure. I guess because they come in one at a time you don't have to consider that but, I'm wondering how planning is dealing with that? I mean, are we really serious about our Green Infrastructure or are we just going to ignore it and let every little individual piece come in so, that's kind of a question for Planning & Zoning since they did the Green Infrastructure Plan.

Moe Davenport – We have environmental regulations in place to protect our environmental areas. They are called Natural Resource District regulations and Forest Conservation regulations and Flood Plain regulations. They are protecting those resources and it is our responsibility to implement those regulations.

Lonnie Vick – Did he say this is going to be a construction site? Did I hear him correctly? And, what would be the purpose of a construction site if not to do construction there?

Bob Capalongo – I can address that. Mr. Jeff is going to build a building here that is going to be an office for him. It will be an actual office for his construction company. He is going to construct a building and parking and occupy it so people and employees can come there and folks that need to utilize his services so, it is a contractor office.

Moe Davenport – Electrical contractor, correct?

Bob Capalongo – Yes that is correct.

Moe Davenport – Are there any additional questions or comments on this plan? If not, we will move onto the next plan on the agenda.

GRAND VIEW FARM WEDDING VENUE

Located on the east side of High Point Road; south of East West Highway (Route 23); Tax Map 40; Parcel 4. Third Election District. Council District D. Planner Jen.

Plan No. S54-2019 Agricultural/Wedding Venue/10 acres/AG.

Received 02-06-2019 Wilson & Elizabeth Bailey/Wilson Deegan & Associates, Inc.

Nick Bailey presented the plan:

Good morning, my name is Nick Bailey and I am actually one of the owners. The consultant is not present so I will do my best to provide you with information you need. We have an existing bank barn on our family farm here in Forest Hill on High Point Road. We are going to take that existing barn and use it for approximately 20 events during the warm season of the year. Small events our maximum is 125 and I don't believe we will hit that number. This is just an accessory to the current Ag. We have a current pasture based meat business where we sell. We have a little store there where we sell our meat to the community and this is just an accessory to our current farm. It is not designed to be a standalone business. This is just some additional income for our family using the resources we already have on the property.

Bill Snyder – Volunteer Fire and EMS

- Recommend the usage of non-combustible landscaping directly next to the Venue Barn/building. Traditional, wooden-mulch increases likelihood of nuisance fires from outdoor smoking.
- Recommend signage at beginning of driveway identifying all addresses and/or property identifications with directional identifiers. Examples below:





Robin Wales – Department of Emergency Services

This building must have a separate address point for Emergency Responders. The building will be addressed #1941 High Point Road. This address will work if displayed properly, available, and approved by planning & zoning.

Please display the address with 6"- 8" numbers and letters at the end of the driveway. You have a nice sign there that would be clearly visible from High Point Road for Emergency Responders.

Patrick Jones – Soil Conservation District

As, we saw no grading on the plan we have no comment at this time, thank you.

Lisa Kalama – Health Department

The Harford County Health Department (HCHD) has reviewed the above referenced site plan. The site is located on the east side of High Point Road; south of East West Highway.

This plan proposes a wedding venue on 23.008 acres. The proposal states the structure will be serviced by portable restrooms and an unspecified water supply.

The site plan, as submitted by the consultant on February 11, 2019, contained incomplete information to allow for the comprehensive review of this proposal. In order for HCHD to continue our review of this plan, the items listed below must be completed as appropriate and the pertinent information submitted on a revised print to this office.

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1. According to Code of Maryland Regulations (COMAR) 26.04.02.08 and Harford County Code 216-24, the use of chemical toilets are reserved for special term events. Such events are issued an event specific permit from the Department of Planning and Zoning. As a result, soil percolation testing for the proposed wedding venue needs to be conducted in order to establish a septic area that is large enough for an initial system and two replacements.
2. Based on the information provided on the plan, the proposed wedding venue is seen as potentially generating 2,500 gallons of waste water per day based upon a potential occupancy of 125 individuals. Pretreatment will be expected in the septic system design according to Code of Maryland Regulations (COMAR) 26.04.02.05K, unless you are able to demonstrate the strength of the waste is equal to the strength of typical domestic sewage.
3. The plan shows a septic tank cleanout for the existing house on the property. Limited file information is available regarding the construction of the onsite-sewage disposal system (OSDS) for the existing house. The site plan needs to show the location of all components of the OSDS such as the drainfield(s) or drywell(s). The OSDS must also be inspected and certified by a septic inspector who has completed the Maryland Department of the Environment (MDE) course for the proper evaluation of an OSDS. Replacement septic area must also be established for the existing house by soil percolation testing.
4. Based on the proposed use indicated on the plan, this water supply will be designated as a public water system known as a Transient Non-Community Water System. HCHD files lack a Well Completion Report on the existing water supply well located on the property. As a result, it is recommended that a new water supply well location be proposed for the wedding venue. If the property owner desires to use the existing water supply well for the proposed wedding venue in addition to the existing house, an evaluation of that well by a Maryland Licensed Well Driller will be required. The evaluation must consist of the total depth of the well, total depth of the well casing, a yield test performed according to COMAR 26.04.04.26G, and a determination of grout. The location of the existing house OSDS must also be acceptable to the HCHD.

Upon receipt of the above information, this office will update our comments.

Mike Rist – DPW Engineering

1. Sediment control and stormwater management plans and permits must be approved if land disturbing activities exceed 5,000 square feet
2. A commercial access permit is required to upgrade the entrance.

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3. The entrance width shall be 30 with 30 minimum radii.
4. The entrance shall have adequate sight distance for a 35 mph design speed.
5. The engineer shall provide a sight line profile for the intersection prior to preliminary plan approval.

DFC Dan Buchler – Sheriff's Office

No comment.

Rich Zeller – State Highway

The MDOT SHA has no objection to Site Plan approval as the proposed access to this site will be from a county road and there are no right-of-way impacts to the MDOT SHA.

If there are any questions, please contact Mr. Richard Zeller at 410-229-2332 or toll free (in Maryland only) at 1-866-998-0367 x2332 or by email rzeller@sha.state.md.us.

Jen Wilson – Planner

The Landscape Plan cannot be approved as submitted. Additional landscaping is required to buffer the proposed parking area from the adjacent residential lots.

A revised Landscape Cost Estimate shall be submitted providing additional details on how the estimate provides for the cost of materials, installation and maintenance.

Lighting shall be designed and controlled so that any light shall be shaded, shielded or directed so that the light intensity or brightness does not adversely affect the adjacent property.

Safe and adequate access shall be provided for vehicular traffic as determined by Harford County Public Works Engineering.

Public Comments –

Joan Porte – I live on Cosner Road. When you come down Cosner Road and try to make a left turn onto High Point there is a dip in the road and there are people coming from 23 onto High Point. They go down and when you are sitting at the intersection of High Point and Cosner Road which is directly across from their property you cannot see a car in the dip. It is

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a very, very dangerous intersection already. There are probably several hundred thousand cars that come out of Cosner Road and the people that live there that is our main access road. There is for emergency a small single lane dirt road that goes the other way but basically everyone on Cosner Road has to come out onto High Point. It is already a very, very dangerous intersection. Anybody that comes out of there knows that. With having additional people coming out of the entrance and exit there that would be a concern. As far as my family is concerned, we would like it to be rectified that they would have what they would want to have on their property but, we would also like to have some additional safety measures. Maybe, we need two more STOP signs. We have a STOP sign at the end of Cosner. But, people coming down High Point use that a lot of times as a short cut to get to Fallston and believe me nobody goes 25 mph. So, you are sticking your car out there and you are looking and you have to wait and say did anybody go down into the dip and I didn't see them yet because once they come up they are flying and it is very, very dangerous. I think that a lot of my neighbors they do not want to stop someone from doing something on their property but, we are very concerned about that dangerous intersection and what you plan to do about that.

Moe Davenport – Ok, that you Ms. Porte.

Gene Porte – I go along with her. I have seen accidents there. We have lived there for over 25 years and I have lived in this county for over 50. That is bad spot. It is usually just fender benders all of the time. I have been hearing someone respond from the Police Department here. He is probably aware that the Harford County Sheriff loves that place because what they do is set up the next intersection down because there is a small pull off there and they catch the people speeding coming up over that hill all of the time. It brings in revenue. I realize that for the county. They are there regularly so they know it is a spot. We would love to have these people come in and have their venue there. Hey, I have 10 grandkids in this county and I'm hoping maybe one of them will get married there. There is a problem there and I have complained several times and all I get back from the representative for Harford County is that they looked into it and say there is nothing wrong. I would imagine, they are coming out in a pickup truck, 4 wheel drive more than likely and sit up nice and high but, you have residents here going out in small vehicles. It's a bad situation. I'm surprised it does not have two STOP signs now. You need one going north bound and one going south bound.

Ed Grimmel – I'm Ed Grimmel from Jarrettsville, owner/operator of Grimmel Farms, over four thousand acre operation. We have a wedding venue at our farm. It began in 2002. Myself, getting married there, that started it and unfortunately, that didn't end well. We went along with allowing friends to have weddings there then people came to us and wanted to rent it and that is how it began way back. County wide this is where the problem is we have 10 acres here I don't consider that a farm, I consider that a building lot. Back in May right behind our farm on Grimm Road I bought an online foreclosure auction a house, from a daughter, 10 acres, with a barn. That could be a wedding venue. 10 acres. It's a

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barn. This isn't many regs on the barns. I am in the process now and have been for about a year with the Fire Marshal's office. We have been working on a safety plan, fire plan, exit plan, with the fire marshal and fire engineers and we are real close to getting it done. This came around farm tours and Agri Tourism. I've been a farmer all of my life. It's all I have ever done. Agri Tourism and this became a pumpkin patch whatever you have on a farm subsidizing the farmer's income because our prices are like this; the poor dairy farmers now have been taking a loss every month for three years. The grain market is up and down. 2013 we sold corn for \$8 a bushel, now it is \$4.50 but our income is very low right now. This Agri Tourism you need to look at it, to subsidize the farm income. Ten acres or 100 acres you cannot make a living. We need to have some guidelines on these venues. The one in Churchville that's sitting on the table right now and it isn't off the ground. They want to go in the field and build a new wedding venue. This is really not the purpose of it. County wide 10 acres isn't enough to subsidize a farm income. The Bailey family the Martin's, I do business with them we are friends. I have no problem with him doing it. But, the small acreage, county wide you are opening up a big thing. Back in the 70's when they divided my neighbor's farm up, 130 acres, they got 13 lots. 13 ten acre lots and half of them have barns on them. You have people in here for wedding venues. There are very little regs on what you have to do. Dealing with the fire marshal's office it is still sitting there because there are no guidelines. You go build a house you have a building inspectors. Converting a barn to a wedding venue is a big deal. If this opens up to ten acres this place will be full. I'm really not in favor of anything in the county; any more wedding venues unless it is a farming operation subsidizing the farm income. My wedding venue, I have nothing to do with it except I own the property. I've turned it over to my daughter; the next generation and she handles it all. We only have about 10-12 events a year and that's it. We could do a lot more but, we cut it off. This is a home based operation where we operate two months in the spring and two months in the fall. I've talked to Barry Glassman, he is a very good friend of mine and he is not in favor of these on small acreage. Big farm operation to subsidize the income maybe but, it is my opinion that our barn remodeled a little bit but not like some of them going into PA. There are a lot of them in PA that have been remodeled into a restaurant type. It is just my opinion that acreage and Agri Tourism needs to be looked at. Is this going to be Agri Tourism facility in the county? You really need to look into it. Thank you.

Nick Bailey – Excuse me sir, but, for the record I don't know if there is a question in there or not. But, for the record, we do not do business with the Grimmel Farm.

Wayne Thibeault – I represent the Forest Hill Citizen's Advisory Group. We have a couple of questions about the venue that is being proposed by Mr. Bailey and his family. First of all the traffic on High Point Road has already been addressed a couple of time by the folks in our audience here. Our concern is also that you don't go too much further up High Point Road until you hit the East/West Highway. You hit that lovely intersection between the East/West Highway 23. We call it fast lane 23 and High Point Road. There are a number of accident's there. Unbelievable. Unbelievable and some resulting in fatalities. We have some serious

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concerns about the traffic. This venue will increase 2,500 people a year in this particular venue. That equates to about 1,250 more cars a year going to that venue. This is really quite a stretch for the type of road that we are looking at right here. We don't ever want to deny anyone the right to build on their property. That's your property. Your family has owned that property for years I'm sure but, we do have concerns about the traffic pattern and the traffic that will impact those of us coming to and from that particular area. Lisa you did a nice job on water and sewage. That is also a serious concern for the residents in and around that area. I understand that you are going to be using port a pots and that is fine. It will minimize some of that impact but there is still water that will be using in the facility itself especially if it has catering capabilities. So, we have some serious concerns about that as well and the impact that that would have on the particular area that we are talking about. One point of clarification, the existing barn that we are talking about will that be a conversion into a wedding venue or are you going to tear the barn down?

Nick Bailey – No, there will be a slight renovation. No, we are not tearing it down we are doing cosmetic renovations.

Wayne Thibeault – It's interesting to that Mr. Grimm mentioned about several wedding venues but, there was another DAC meeting I went to about this time last year concerning one around Grier Nursery Road another type of farming property that was being converted into a wedding venue. I guess a lot of people are getting married in Harford County. Those are my comments. Thank you.

Denise Nelson – My concern is not only High Point but Cosner. I have lived on Cosner Road my whole life and our small quiet little road has turned into a dangerous road. We have the one end that is paved. The other end that is gravel. Growing up, I would go up that gravel road and it was very pretty. Now, going up that gravel road you sit there going 15 mph and your steering wheel is going like this because the people coming down are flying down the road. 25mph road, the Harford County Sheriff department has done nothing about the people who speed up and down our road. They use the road as a cut through from Phillips Mill and Putnam to get out to 165. And, they just fly up on the road. There have been several accidents out on Cosner. People go straight, they miss the turn and go through the fence and down over the hill. I haven't seen an accident on that hill since I was about 16 years old and I'm 40 now. There was an accident a couple months ago. I came home to one two years ago in July where a girl missed the turn where my house is and drove straight through the fence and I literally... I am a medical assistant going to nursing school and I was preparing myself to seeing someone decapitated because there was a fence board going straight through her windshield to the rear passenger window and another one going straight through her head light straight into the seat. I don't know how she survived without a mark on her. I just don't understand what is going on with the traffic issue and yes at the end of High Point and Cosner it is hard to see and people do fly. I've seen police on High Point. I've never seen them on Cosner.

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Bob Starkey – I live on the corner of Cosner Road and High Point, which is directly across from the driveway to the farm. It is no exaggeration the number of close calls of cars trying to pull out of Cosner Road onto High Point. What I'm wondering is, is there any kind of time limit or curfew, are there going to be outside activities or is everything going to be in the barn?

Moe Davenport – The code requires a specific time limits of operation. I believe it is 6-10 pm.

Bob Starkey – I would imagine they are going to have to have some type of a sign. How big of a sign can they have? Can they have a billboard?

Moe Davenport – The signs are restricted to a small square footage. I cannot tell you exactly but it is like 4 or 6 square feet. It is restricted.

Bob Starkey – Another thing if they do have a 10 pm curfew. They have to be out of the building by 10 but all of us know when events are over people hang out in the parking lot and drink and do whatever for an hour or two hours after the event is over all the time. Are they going to be off their property at this curfew or out of the building?

Moe Davenport – Well, the operation needs to cease at 10 pm. Caterers may still be there but, the event should be over.

Bob Starkey – My issue would not be the caterer cleaning up. My issue is people drinking and throwing beer cans around and hanging out for an hour or two hours after the event is over.

Moe Davenport – That would be an issue that would not be permitted.

Ed Grimm – I just want to add one thing to it. I'm in a pretty rural area between Jarrettsville Fire House, I'm just north of the fire house. I'm about 1000 feet from the fire house and about 1500 feet from our barn. My daughter handles all of our weddings. I go to bed pretty early, around 9. Yes, the events are over about 10 but, I can hear the DJ in our barn at my house. Of course, it ends at 10. I'm just letting you know I have my daughter and a couple of rentals down here but, I can hear the DJ in my house 1500 feet away. Here it is in the county you have residential areas. My daughter even has them turn it down a little bit. I can hear the fire hall some nights.

Bob Starkey – My concern is who is going to be hanging around the neighborhood, walking around, there are a lot of houses in close proximity of the farm. The farm is surrounded by houses. I don't want people loitering through my lawn. We have enough issues now where people can't find the farm and they are going down the wrong driveway or cutting through

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my circular driveway or driveway across from me taking short cuts. This is only a few people here and there. Not a volume.

Moe Davenport – Not an event. I understand.

Caroline Bailey – I'm with the Bailey family. We have actually been in the wedding industry, our family has for 30 years outside of the farm. We will make sure that those guests are leaving the property at 10 pm. We plan weddings for a living. My sister-in-law, myself and my mother have a company in Cockeysville. We have great experience with managing those things. We manage the vendors to leave quietly without neighbors and things like that. We are going to have workers on the farm to help with parking and to make sure that everyone leaves and there is not anyone left over at the venue. We will have many employees there to make sure everything is going as planned. As for the sign, this is supplemental for our family farm so there won't be any large sign for the wedding venue. This is strictly supplemental.

Brian Roberts – I just want to touch base on the noise impact that this may have. I know this committee has approved three prior venues like this in the past few years. What all of these have in common is they are over 100 acres so, the impact of the noise is very minimal. There is no one within ear shot. There are two dozen homes within 200 yards that will be listening to music every weekend, multiple times. That's a lot of homes that will be affected by that. That is my comment to be considered.

Nancy Bowen – I think our home will be the most impacted by this. We share the common driveway right off of High Point. I want to say that the Bailey's have been wonderful neighbors. We bought our home about three years ago. It sat in disrepair for greater than three years and we bought it and lovingly restored it with a lot of money and planning. The Bailey's have been wonderful neighbors and we wish you the best of wonderful financial success with your wedding business. Mrs. Bailey I have never met you but, I have tried to several times. I appreciated Wilson and Nick plowing our driveway. I appreciate it more than you know. I bring you brownies and coffee cakes to say thank you so very much. Your response the other day Wilson was that's what neighbor are about. Taking care of each other. And, I agree. Impact to us is that we share the same drive. Our drive comes immediately off of High Point and then the Bailey's continue. Friday's and Saturday's they have their farm. We are thrilled for them to have their farm. They were here before us. We welcome their increased traffic so they can make money from their farm. I think that is a wonderful thing. Your wedding company. I wish you tremendous success. I hope you are the most successful company in Maryland and I have read your reviews on YELP they are wonderful. The impact on us, Wilson you know what I do for a living. I take care of critically ill patients. I have to get my sleep at night. I take care of very sick people and I need to be able to be at the top of my game as a critical care nurse to take care of those patients every day. I pass you in the morning as I am leaving sometimes at 5:15 or 5:30 as your coming in.

Your farmer's hours and I'm nurse hours. That is my personal concern. Our concern is sitting out on our patio and the lovely home that we have restored listening to banging and music, having intoxicated people walk down our driveway when they have fights with each other and they get disoriented. Those are our personal impacts. Putting our personal impacts aside. The traffic. We use that driveway every day. We exit that driveway every day with clear minds. We look to the left and there is a topography, there is a berm, that dip that was discussed. We are clear minded and unimpaired when we leave our driveway every day. To the left you have to be quick. You have to watch and make sure that there is nothing coming because you have to exit onto High Point very quickly with a clear mind. If you make your turn a little too broad on the right you go over that yellow line and someone coming from the other way you could hit head on. Then you have Cosner Road approaching you head on. It is multi factorial. With a clear mind it is dangerous. With impaired intoxicated minds we know how compounded that could be. I have tremendous concern. When I punch out at my job I don't want to have to go out and be tending to critical patients in my front lawn. I've done that and have saved many of lives stopping at accidents because that is what I'm supposed to do. But, I don't want that to happen. To me, that is a tremendous concern of the well-being of the attendees at this event. I have tremendous concern, even one drink. We all know .08 is intoxicated. It only takes two drinks for a woman to get beyond that. It takes four hours for a blood oxygen level to drop .025. So, we all know that impaired minds will have impaired judgement when exiting that road. That is probably my biggest concern.

Kim Davenport - I am a direct neighbor of the Bowen's and directly behind the farm. It is a wonderful farm. We love it. We love hearing the cows, the pigs and even the smells don't bother us. We love our neighborhood and we think it is the most beautiful place to live in all of Maryland especially Harford County. My concern is bringing people into the neighborhood that may not be desirable. I'm not saying that your wedding venue people will be that. I'm an event planner myself. I wish you all of the success. I love that you are putting a wedding venue in there. That's my only concern, that you are bringing a lot of people into a neighborhood that is a really, really nice quiet neighborhood and as Mrs. Bowen said there is going to be drinking involved. I don't know what the restrictions are for that, I think they are bringing a caterer in and they will be holding the liquor license. That is my concern about safety. We have 5 grandchildren. They are often at our home and the thought of someone walking through our yard is not something that I have ever had to deal with and it just worries me. But, I do wish you luck because, if it is run right and controlled I believe it could be a very nice place.

Mark Hammerbacher – I live on the corner of High Point and Cosner as well. I am concerned about the increased traffic and the alcohol consumption. I just wanted to voice my opinion.

Ed Grimmel - It was advertised correctly that this parcel is 10 acres?

Moe Davenport – I believe it is 23 acres.

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Nick Bailey – That is on the engineer side. He put this plan together. The total farm on this plat is 23 acres.

Moe Davenport – The consultant put the minimum acreage required.

Ed Grimm – But, the total parcel is 23.

Moe Davenport – That is correct.

Ed Grimm – Then why did they advertise 10 acres?

Moe Davenport – I believe the consultant put the minimum statutory requirements from the code, which is 10 acres. The consultant is not here so he can't answer that question why he put that on there but, that is the minimum parcel size.

Aimee O'Neill – I would just like to make the statement that this use as an accessory use to existing family agricultural use is written into the code for a family such as the Bailey's. Recognizing the concerns that people may have with respect to the behavior of folks who attend weddings I think that if one sits back for a moment or two one would realize that that poor behavior that is anticipated is actually rare and can be controlled by a responsible company such as the Bailey's have proven themselves to be in the many years as wedding planners. But, again, this is an agricultural property that is operated as a traditional agricultural use/retail agricultural use which is added value for a proper and future generational stewardship of Ag lands. I'd just to remind everyone of that fact that we have in fact changed our zoning code to provide family's such as the Bailey family with a method to augment their Ag income. Thank you.

Rick Steiner – I'm their neighbor. I'm just worried about the noise. Everybody else is worried about the traffic. I understand the traffic and all that but, I'm just worried about the noise. I'm next door to them. I moved in that neighborhood before the Bailey's I think. I moved there in 93 when I bought a house and bought the property next to it. That's where I started. I'm just concerned about the noise. Nick said he was going to re-do the barn. I went to a wedding event at a farm where they had a cement slab and a big tent and a five story house where people stayed overnight and the bride and groom got dressed there in the morning. Is that going to happen? What exactly are you going to do? Are you going to have a reception with alcohol, caterers and bands and all that?

Nick Bailey – Yes, sir. Previous plans have come in front of the board here. To my understanding we have three actual approved wedding venues in the county. Is that correct?

Moe Davenport – I believe you are correct.

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Nick Bailey – Am I clear that there are multiple, including people that are here that have wedding venues that are operating beyond the scope of the Planning & Zoning?

Moe Davenport – I don't know.

Nick Bailey – Point being, I think that other wedding venues that already exist have given the example of a big operation. There are certainly several that are very successful. I just want to be clear that this is an accessory to our current farm and that this is not created to be a standalone business to be a big blown up thing. We have a barn that is suitable for these events, that we want to have a few events because we have the knowledge base and the infrastructure in place to make that possible. Beyond that, we have always maintained a great relationship with the neighbors and we don't intend to change that.

Rick Steiner – So, this is going to be in the barn itself?

Nick Bailey – Yes, sir.

Rick Steiner – You are not going to have a house for the people?

Nick Bailey – No, sir.

Rick Steiner – You are going to have bands and all that and all catering in the barn?

Nick Bailey – I'm not going to tie us down in this meeting but, it is not our intention to make this a big event property. This is our family farm that my wife and I are building a house on and my parents live on the farm. We are right there so we will be impacted as well.

Rick Steiner – If they pass it or whatever they want to do and someone offers them millions of dollars what else can they put on that farm without coming back to rezone?

Nick Bailey – As like an investor you mean?

Rick Steiner – Yes, because it is a residential neighborhood. There are no businesses around there.

Moe Davenport – If they were to expand the operation?

Rick Steiner – No, not them.

Moe Davenport – If they want to expand the operation as a wedding venue they would have to come back through DAC.

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Rick Steiner – If, they want to expand?

Moe Davenport – Regardless, who wants to expand?

Rick Steiner – So, they are saying the 10 acres on the top there?

Nick Bailey – Yes, and I apologize for not being educated enough to know why that was on the plan. I can tell you we have 23 acres there as our farm. That main farm there and for whatever reason... There is a minimum of 10 acres there on the county code I want to call it for this type of activity and potentially that is why because he maybe wanted to emphasize we are using the entire property for this endeavor. This is the barn and some parking around it so, I think that is part of the reason the plot is 10 acres, because that is the minimum required by the county.

Rick Steiner – Ok, because the rest of it is agriculturally zoning.

Nick Bailey – Even the 10 acres is agricultural zoned.

Rick Steiner – The slope is down to the stream and all that.

Nick Bailey – On the north side. Your side.

Rick Steiner – I couldn't do anything with my property because it is all sloped into the stream.

Moe Davenport – The same environmental restrictions would pertain to any property owner.

Rick Steiner – I'm just worried about the noise.

Nick Bailey – I want to be clear we are talking about 2.7% of the year that this will be used. 2.7%.

Rick Steiner – More people coming Friday, Saturday and Sunday or every week. You are not going to refuse money. Nobody refuses money.

Nick Bailey – I am saying that. Indefinitely, we will.

Rick Steiner – That is what I'm worried about. I want to sit back in my golden years on my back porch and drink a beer.

Nick Bailey – Understood

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Caroline Bailey – Can I respond to that as well? We actually are planning, we are not going to lock ourselves down to this, but, we are planning one event a weekend and that is because we have jobs and we are working with this. We have seen places that take those three events and their standard of service and of quality fall when they do that and that is not our intention. We intend to be high quality.

Rick Steiner – I understand, that is not your intent but, you are not going to refuse money. No one will refuse money. You are in the business.

Moe Davenport – Maybe, to answer your question they are not restricted to what they are saying. If somebody else buys that they can operate in accordance with the laws of the county until 10 pm at night. I hope that answers your question.

Rick Steiner – I'm worried about the noise. It is a residential neighborhood and I've been living there since I purchased my home. Is that going to make the neighborhood go down?

Crowd - We should be able to enjoy our property.

Rick Steiner – They just built the last 10 houses there about 5 years ago and they are all \$800,000 houses.

Nancy Bowen – Your plans said Thursday through Sunday. That is what your original plans said from 1-9 which I was anticipating the potential when you requested that gee Thursday, Friday, Saturday and Sunday maybe even two events from 1-9 that sounds like two events. We are talking about a tremendous amount and with all due respect that is what your plan said. That scares the living day lights out of me.

Nick Bailey – So, that was a misinterpretation of the question when I was with the consultant. You are absolutely right. That has opened us up to a lot of problems. So, just clarify that. That was the potential operating, we are not saying we are going to operate that whole time. That was in my mind saying... He said, when are you going to operate? We have the potential to operate on a Friday or Saturday still one event but my intention with that was to say ok we are not going to have a wedding on a Monday, Tuesday or Wednesday that is not normal. On the plans, you are absolutely right, it is misleading and it should have been changed by now but, we are having one event a weekend just to clarify. The times on here are when we thought there may be the potential for there to be one event. We are not going to offer it multiple days.

Nancy Bowen – But, once you get the ok.

Crowd Noise

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Nick Bailey – I think what we are missing here is our intention to continue with our reputation within the community and our relationship with our neighbors. I think that needs to be taken into account. We already operate a couple of businesses and we have maintained these relationships as such and we don't intend to change that.

Nancy Bowen – Well, you know how much we treasure your relationship as a neighbor. That is part of the definition of the word neighbors. Watching out for each other and taking care of each other which we have done but, to the DAC committee this scare the living daylights out of us of what the potential could be. Nick, I mean when there are problems who do I go to? Who do I come to? Or, when I'm trying to fall asleep because I have to get up at 4:30 in the morning to take care of critically ill patients and your party is still going on, what do I do?

Nick Bailey – You said 4:30. Everything will be over by 10 pm.

Nancy Bowen – But, I like to go to bed around 9 so I can be rested to take care of really sick people.

Nick Bailey – I understand. If another neighbor was to have a party they could operate until 10 pm.

Nancy Bowen – But, not every week.

Nick Bailey – I understand. I don't know what to tell you other than...

Nancy Bowen – You know what I do. And, you know the patients that I take care of. That is a tremendous concern.

Nick Bailey – I have respect for this process and everyone in here and we don't intend to disrespect anyone.

Nancy Bowen – I appreciate that but, what do we do when that happens?

Moe Davenport – The DAC Committee doesn't accept plans that aren't permitted by the code. There are statutory requirements that they have to meet, income, agricultural income has to be documented to us. The health department issues have to be satisfied and the access is a concern. Under the code they have to provide safe access. If they meet those criteria, we will approve the plan and, once we approve the plan it is up to their agreements with you about their hours of operation outside of what the county permits.

Nancy Bowen – Well, what if there is a disagreement?

Moe Davenport – That is between you and the owners. We can't say, I'm not a hearing examiner, it is not a special exception, they are not asking for a variance to the code. The code provides statutory limits. If they go beyond that the county zoning code would take place and you would call us and we would issue a zoning citation or violation, if they operate past the hours permitted in the zoning code. If they are operating within those limits there is nothing that we can do. You can come to some private agreement with the owners personally but, we would not be party to that. We cannot be party to that.

Nick Bailey – I do want to say that we have opened ourselves up to this. There are several advertised wedding venues in the county that exist today that never went through this process and never had a Community Input Meeting and operate free and clear of any regulations what so ever. We specifically put ourselves through this over a year ago so, I'm not standing up here because I want to upset any neighbors or anything like that. We are trying to do the right thing here per the county code. There is a good amount the specifically are operating free and clear of all this that we are going through. The money that we spent and the time we could have opened up the venue already and be in operation just like those other venues that are currently operating in the county without going through this process who are free and clear from any kind of penalty from doing so.

Denise Nelson – You said that your intentions were Thursday – Sunday, correct?

Nick Bailey – As a potential, we are still...

Denise Nelson – What is written and what is verbal is different. If you verbally say something it is different than what is written on paper. It should be written on paper that you are going to have one event a weekend on such and such day. Maybe, single it out to a Saturday but, my concern is I work weekends. I get up at 4 in the morning. I take care of Alzheimer and Dementia patients. I don't know if anybody else has a family member who has Alzheimer's or Dementia and I know how bad it is. It is very stressful when you take care of someone for 15 hours a day. I go to bed early and I want my sleep on the weekends. Knowing that there is going to be traffic coming down Cosner because they are going to be drunk. What is written on paper needs to be what you said verbally.

Ed Grimm – Just a word of experience. I've been in this county all of my life and I know most of the farmers. Other wedding venue people, we are friends with them. One started out in the Norrisville area, one a weekend. Now, he is Friday night, Saturday night and Sunday afternoon. From experience, we have somebody outside and inside during the whole event. Yes, we have wanderers. Especially, children wonder around. People wonder around. We pick trash up after every venue. And, yes there is noise. My daughter lives on the farm. My other daughter calls and says turn the music down. I mean these are sisters. So, there is noise. You are going to have noise. The band. The neighbor across the road can hear it but, they don't complain. This is my experience, I'm just stating.

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Moe Davenport – I would suggest you talk to your Council person about changing the laws if you want...

Ed Grimm – It all goes back to Ag Tourism. Subsidizing the farm income. That is how this all started with Ag Tourism. Aimee she is probably up on that pretty good. Better than my knowledge on it.

Gene Porte – I believe Nick when he says he is going to do it the way he wants to run it. What are the limitations of the hours? Can they potentially run seven days a week from 7 am until 10 at night?

Moe Davenport – Those are the current limitations until 10 pm at night.

Gene Porte - You said it will be their responsibility to take care of the traffic problems? You're telling me they are going to put the STOP signs up?

Moe Davenport – No, I'm saying the law requires that they provide safe vehicular access to and from the property. They have to demonstrate that they have as Mr. Rist has indicated from the Public Works Engineering, they have to provide commercial access, one. They also have to provide site distance for a 35 mph design speed.

Gene Porte - Wait a minute now. That means that is a county road that will have to be redesigned.

Moe Davenport – They have to demonstrate how they can satisfy that whether it is clearing trees or shrubs. If they cannot demonstrate that we cannot approve the plan.

Gene Porte – Because, I have been fighting for years to get two STOP signs there and you got me when you said they have to take care of it. Somewhere there is something wrong here. If that police officer is still here whoever was answering before I'd like to find out who do we go to, to get a STOP sign. Come on. Someone here has to know the answer.

Moe Davenport – Public Works Engineering. Do we have any other questions or comments on this plan? If not, we will move onto the next plan on our agenda which is the Abingdon Business Park.

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ABINGDON BUSINESS PARK LOTS 1-9

Located south of Interstate 95; west side of Abingdon Road. Tax Map 61; Parcels 158, 178, 529, 63 & 574 Lot 12. First Election District. Council District A. Planner Eric.

Plan No. P56-2019 Consolidate & Subdivide multiple parcels to create 9 lots/326.47 acres/CI.

Received 02-06-2019 Harford Investors LLP/CREG Westport 1, LLC/Morris & Ritchie.

ABINGDON BUSINESS PARK LOT 1

Located south of Interstate 95; west side of Abingdon Road. Tax Map 61; Parcels 158, 178, 529, 63 & 574 Lot 12. First Election District. Council District A. Planner Eric.

Plan No. S58-2019 Construct 1,056,000 sf Warehouse/Distribution Bldg. w/office 117.04 acres/CI.

Received 02-06-2019 Harford Investors LLP/CREG Westport 1, LLC/Morris & Ritchie.

ABINGDON BUSINESS PARK – SITE – LOT 2

Located south of Interstate 95; west side of Abingdon Road. Tax Map 61; Parcels 158, 178, 529, 63 & 574 Lot 12. First Election District. Council District A. Planner Eric.

Plan No. S59-2019 Construct 600,000 sf Warehouse/Distribution Bldg. w/office 48.35 acres/CI.

Received 02-06-2019 Harford Investors LLP/CREG Westport 1, LLC/Morris & Ritchie

ABINGDON BUSINESS PARK – SITE – LOT 3

Located south of Interstate 95; west side of Abingdon Road. Tax Map 61; Parcels 158, 178, 529, 63 & 574 Lot 12. First Election District. Council District A. Planner Eric.

Plan No. S60-2019 Construct 304,500 sf & 145,600 sf Warehouse/Distribution Bldg. w/office 49.36 acres/CI

Received 02-06-2019 Harford Investors LLP/CREG Westport 1, LLC/Morris & Ritchie.

Verbatim Transcript

Moe Davenport – The next plan is for the Abingdon Business Park. There are several plans. One is to create 9 lots commercial subdivision and the other are for lots 1, 2 and 3 development of those lots in particular. We will review those simultaneous. I'll ask the DAC committee member is they have specific comments on each specific plan to indicate so as you give your comments otherwise we will move forward. Is that ok with you Aimee?

Aimee DiPietro with Morris & Ritchie Associates presented the plan:

Yes, that is perfect. Good Morning DAC members and members of the community my name is Aimee DiPietro with Morris & Ritchie Associates. We will serve as the planners and

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engineers for Abingdon Business Park. The property is located along I-95 at the top of the plan. Here is Abingdon Road, Route 7 and Route 24. The property stretches all of the way from the end Edgewood Road at Richlin Ballroom all the way out to Abingdon Road and it is outlined in this dark white dash line. The land is zoned commercial industrial and is approximately 330 acres in size. Today, it consists of five parcels and is bisected by the HaHa Branch which runs through the property right here. Access to the property will be provided from 24 via Edgewood Road. We propose to build a spine road at the end of Edgewood through the property terminating at Abingdon Road. An approximate 220 foot bridge will span the HaHa Branch. That bridge design has commenced and we have been in contact with DPW about the parameters of that bridge. As you enter the business park there will be a planned commercial uses on both the north and south side of the spine road. Those are purely speculative at this time hence the reason why there hasn't been a Site Plan put forward for consideration by the DAC committee. As you proceed over the bridge Lot 1 is our first intended building to come on line. It is a million square foot cross stocked facility. We are in conversations with your office to reduce NRD impacts on lot 1. Lot 2 is proposed as a 570,000 square foot cross stocked distribution center as well. The building has been oriented to place the loading areas away from the adjacent residential community. The plan currently proposes a 50 foot buffer and 50 foot use setback however, we are working with your office to make revisions to this site plan to provide more green space between the proposed use and Autumn Run. Lot 3 is two buildings about 450,000 square feet with common loading in between the two buildings. As you proceed out towards Abingdon Road lots 6, 7 and 8 are proposed as flex space. Again, these are speculative in nature we have not submitted a Site Plan for these lots. Finally, lot 9 is proposed as retail again, speculative in nature we have not submitted a Site Plan for consideration. The site will be served by public water and sewer. Public sewer currently runs parallel to HaHa Branch. The developer will be constructing a second water feed loop that will loop the county system from the water plant out to Walton. This will improve water service in zone 1. The required infrastructure will be paid for by the developer without county incentives. Stormwater management will be designed and built to the latest practices and environmental site design. A concept stormwater management plan has been submitted to the county for review. The main entrance to the business park here is about ½ mile from the inter change at 95. This will enable truck and employee access to the site without going through the adjacent communities. The developers plan to invest millions of dollars improving the stretch of Emmorton Road between 95 and Edgewood. Those improvements have not been finalized but they are anticipated. A traffic study has been performed that analyzed 17 different intersections nearby. That has been submitted and is under review by both the county and State Highway. Improvements could include road widening and lane lengthening some signal upgrades and timing changes and restriping. Forest Stand Delineation and Forest Conservation Plan has also been submitted to the county for review. Following development of the site over 100 acres of woods will remain after the project is built out. As part of this development we are anticipating about 1,000 permanent jobs will be added to the community. Finally, we intend to commence construction on the site in the spring of 2020

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with the first building delivery in the first quarter of 2022. We estimate the build out of the project to take anywhere from 10 to 20 years. That's it and I welcome your comments.

Bill Snyder – Volunteer Fire and EMS

I have no comments on the Preliminary.

One the Lots 1-3

- Building 1 – 4 shall have a Knox Key Boxes installed if they have an automatic sprinkler system or a supervised, automatic fire detection system per NFPA 1, Part III, 3-6. Key Box shall be keyed for the Abingdon Fire Company: 410-638-3955.
- The County Fire Service would like to be consulted on hydrant placement & signage during the construction drawing phase.

Aimee DiPietro – Just so you are aware we did meet with Abingdon Fire Department.

Bill Snyder – As it progresses from here. And just one question? I may have not heard you correctly. Is there a time line on the other lots?

Aimee DiPietro – They are going to be market driven. Right now there is no plan to move forward with those commercial lots at this time.

Bill Snyder – Ok, thank you.

Aimee DiPietro – Those would have to come in with a separate Site Plan.

Robin Wales – Department of Emergency Services

For the future lots and building addresses, they should be assigned when they are presented at your future DAC (Development Advisory Committee) meeting. For the future lot 4 (four), DES is requesting the thoroughfare be named. Make sure the new road name is checked with DES so duplication and sounds a like does not take place. I will comment further on the site plans.

For Lot 1 and bldg. 1 will be addressed #1914 Edgewood Rd. This address will work if displayed properly, available, and approved by planning & zoning.

The proposed building must display 10" – 12" address numbers and letters. The address must be clearly visible from Edgewood Rd. Preferably facing Edgewood Rd.

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“Public safety wireless radio communications inside a building is essential to the safety of those occupying the structure as well as fire, law enforcement and emergency medical providers responding to a call for help. Buildings that are greater than 5,000 square feet, higher than 50 feet, contain underground storage or parking and are constructed of materials that impede wireless radio signals that may adversely affect the response of public safety providers. Please consider including wiring, electrical connections and other infrastructure that may be needed for an in-building 800 MHz amplifier. Department of Emergency Services will test coverage in your facility once construction is finished. Call 410-638-4900 for this assistance.”

Please advise if the facility will have Closed Circuit Television (CCTV) Cameras. If so, please comment on Emergency Service’s ability to access the camera feeds or provide a point of contact to comment on this matter. DES will follow up after use & occupancy permit approved.

Emergency Services must have a list of at least 3 (three) emergency contacts for notification, response, and securing purposes if the facilities are not in operation 24 hours a day.

For Lot 2 and bldg. 2 will be addressed #1915 Edgewood Rd. This address will work if displayed properly, available, and approved by planning & zoning.

The proposed building must display 10” – 12” address numbers and letters. The address must be clearly visible from Edgewood Rd. Preferably facing Edgewood Rd.

Ditto on the Public Safety Wireless Radio Communications and ditto on the Closed Circuit Television (CCTV) Cameras.

For Lot 3 and bldg. 4 will be addressed #1909 Edgewood Rd. Building 5 will be addressed #1911. These addresses will work if displayed properly, available, and approved by planning & zoning.

The proposed buildings must display 10” – 12” address numbers and letters. The address must be clearly visible from Edgewood Rd. Preferably facing Edgewood Rd.

Ditto on the Public Safety Wireless Radio Communications and ditto on the Closed Circuit Television (CCTV) Cameras.

Citizen - I had a question about the fire department. I live right near Abingdon Road and 7. I hear the fire department go down Abingdon Road three and four times a day. This is going to be increased traffic at that intersection. They have trouble getting through that intersection now. Do you have any concerns about that?

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Moe Davenport - Sir, I apologize we are going to get through our comments and then we will open it up to everyone in attendance comments and then you will have the opportunity to address that for you. I thought you had a procedural question.

Patrick Jones – Soil Conservation District

On the Preliminary Plans we have no comments.

The filling of Non Tidal Wetlands will need permits from other agencies and will need to be obtained prior to start of land grading.

An adequate sediment and erosion control plan needs to be approved before a grading permit can be issued. The sediment and erosion control plan must be integrated with the SWM strategy at the design phase. We have concerns on how this much grading can comply with requirements for land grading and meeting the natural contours of the site. The new 2011 Maryland Standard and Specifications for Soil Erosion and Sediment Control must be utilized. Benching may be required on all slopes over 3:1. The soils as shown on the soil survey (Russet fine sandy loam) are not suited for large cut and fill as they are prone to caving.

Storm Water Management Facility will need to meet the Small Pond Standard (practice 378 design will have to be approved by the Harford SCD. Also the pond design must be approved prior to the sediment control plan being signed. Outfall location will be review during design reviews and must safely convey over steep slopes. This also includes no outfall into future ESD's.

A NOI permit is required from MDE when a project disturbs more than 1 acre. Please contact MDE about the NOI permit process.

Len Walinski – Health Department

For the Preliminary Plan: The final plat must bear the master plan conformance statement. In addition, a statement signed by the owner must state a community water supply and a community sewerage system will be available to all lots offered for sale.

For the Site Plans: If the site will be used for the warehousing, distribution, packaging or processing of food or food products, review will be required by the Maryland Department of Health (MDH), Division of Food Control. If there are any questions regarding this review, please contact their office at 410-767-8400.

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If a snack bar or vending machine area is planned, review will be required from the HCHD's Division of Food Control. If there are any questions concerning this review process, please contact Justin Waszkiewicz at 410-877-2309.

Additional comments from this office will be provided at the time of the building permit or tenant/occupancy permit. It is the responsibility of the owner/operator to be aware of any regulatory requirements for the proposed use and for obtaining appropriate permits.

Also, control dust.

Daryl Ivins – DPW Water and Sewer

Aimee, I'm providing you with a copy of my comments.

The sewer main which will serve Lots 6-9 must be reconfigured so that they will be located out of the stormwater management pond embankments. The Water and Sewer Division would like to have an opportunity to review the proposed sewer realignment before it is placed on the next series of this plan.

When Lot 5 is developed, a gravity sewer main shall be constructed across it to provide sewer access to Parcel 184 at the lowest elevation on the parcel as practical. Show this sewer on the next series of the plan.

When Lot 7 is developed, a gravity sewer main shall be constructed in the easternmost entrance road and into the parking area far enough to provide access to parcel 431.

A twenty foot wide Drainage and Utility easement shall be placed adjacent to the existing easement for the Ah-Ha Interceptor Sewer.

The minimum required fire flow for public fire hydrants for a commercial/industrial use is 2500 gpm. If the project is developed in phases, each phase must have water facilities sized to provide the required fire flows. To provide the required capacity for the proposed development, a minimum of a 16-inch water main is required to be built by the Developer from the existing 36-inch discharge of the Abingdon Water Treatment Plant through the proposed development. The connection point to the 36-inch main is located on the east side of I-95. The Harford County contract number for the existing main is 6671. The new minimum 16-inch main must extend along Abingdon Road, through the proposed development (Edgewood Road) and then northward along Van Bibber Road to the main in Walton Road. The 2500 gpm fire flow must be available to each lot as it is developed. The next series of this plan must show the revised alignment of the water main.

The County is evaluating the final size of the water transmission mains. As part of the Public Works Utility Agreement to construct the public water and sewer, the County may require

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that the aforementioned 16-inch main be built as a larger diameter main. If this occurs, the County will enter into a reimbursement agreement with the Developer for the additional cost of the larger main. The final size of the mains will be provided at the time of the design of the public water and sewer for this project.

The public water and sewer construction drawings for the mains to serve the proposed development must be approved before a subdivision plat may be recorded for the project.

A building permit cannot be issued until the public utilities are either operational or bonded for construction.

Since the proposed uses in the building on this site are not yet known, the location of the meter setting and backflow preventer will be determined at the time of the Commercial Service Application. If an inside meter setting is required, locate the water service to the building to minimize the length of the unmetered private water service. If an outside meter is required, it shall be located within a public drainage and utility easement.

The water and sewer services to these lots within the public roadways must be installed as part of the public utility contract.

The sewer services for each commercial/industrial use lot shall have a sampling manhole installed at the edge of the drainage and utility easement for the public main.

The contract numbers for this project are 20023 for water and 20024 for sewer. The numbers shall be placed on the utility construction drawings before their initial submittal to the county for review.

A Public Works Utility Agreement (PWUA) is required for the construction of the public water and/or sewer mains associated with this project prior to the issuance of a building permit. It is the developer's/owner's or their representative's responsibility to contact the Division of Water and Sewer, Permits Review Supervisor at 410-638-3300 to request the preparation of the PWUA concurrent or following the submittal of the water and sewer contract drawings for this project.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities.

For each of the tree lots that you are proposing to develop Lots 1, 2 and 3. The comments are fairly standard.

The public water and sewer construction drawings for the mains to serve Lot 1, 2 and 3 must be approved before the subdivision plat may be recorded for Lot 1, 2 and 3.

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A building permit cannot be issued until the public utilities that serve it are either operational or bonded for construction.

Since the proposed uses in the building on this site are not yet known, the location of the meter setting and backflow preventer will be determined at the time of the Commercial Service Application. If an inside meter setting is required, locate the water service to the building to minimize the length of the unmetered private water service. If an outside meter is required, it shall be located within a public drainage and utility easement.

A sampling manhole shall be installed on the sewer service at the edge of the drainage and utility easement.

Any sewer cleanouts that are located within the paved area shall be installed using the County cleanout in paving detail S-28. The detail shall be shown on the utility plan and referenced on the plan and/or profile drawing.

The construction contract numbers for the existing utilities shall be shown on the drawing submitted with the Commercial Application.

A Commercial Service Application must be completed by the owner and approved by Harford County before a building permit will be issued for this project. The Commercial Service Application Number 20025 must be added to the title block of the site plan submitted with the Application for approval. Contact the Division of Water and Sewer Administration and Permitting Section at 410-638-3300 for additional information.

Trees may not be placed within the drainage and utility easements or the SHA road right-of-way within fifteen feet (15') of existing or proposed utilities.

On Lot 3 you are proposing two large buildings. If the two buildings on lot 3 are ever intended by your client to be subdivided in the future than separate water and sewer services connections to each building would have to be provided at that time. Currently, as a single lot it would be a single water and sewer service to that lot.

Mike Rist – DPW Engineering

1. A sediment control plan and a grading permit will be required for the development of this site. Sediment controls are to be designed to the specifications as set forth in the Maryland Standards for Erosion and Sediment Control, latest edition.
2. Stormwater Management must be provided in accordance with the 2000 Design Manual as amended by Supplement 1.

3. A stormwater management concept plan has been submitted for review and must be approved prior to preliminary plan approval.
4. The final stormwater management plan shall be approved prior to the issuance of a grading permit. A stormwater management permit is required prior to the issuance of a building permit.
5. A suitable outfall must be provided for the stormwater management facilities and shall be approved at the time of final design.
6. Maintenance of shared stormwater management facility (facilities) is (are) the responsibility of the lot owner (s) and shall be stipulated in the association documents. Practices designed for and located on individual lots are the maintenance responsibility of the owner.
7. Road plans will need to be approved and a Public Works Agreement will need to be executed prior to the issuance of building permits for the site.
8. Roadside drainage shall be addressed along Van Bibber Road by providing a 3' graded shoulder and side ditch or other measures to be determined during final design.
9. Edgewood Road shall be constructed in accordance with 40' wide Business District standard, but may be reduced to 30' wide on the bridge over the HaHa Branch.
10. The Abingdon Road/Edgewood Road intersection shall have adequate sight distance for a 50 mph design speed.

Crowd Noise

11. The engineer shall provide a sight line profile for the intersection prior to preliminary plan approval.
12. A channelized right turn shall be provided on Edgewood Road @Abingdon Road.

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13. Truck traffic shall be restricted from entering or exiting the development at the Abingdon Road/Edgewood Road intersection and shall be signed accordingly.
14. Sidewalks/Pedestrian Paths shall be provided along:
 - 1) The north side at Edgewood Road from Rte. 24 to Abingdon Road
 - 2) The south side at Edgewood road along the frontage of lots 2, 3, 6 and 8 including pedestrian crosswalks to the north side.
 - 3) The south side of Edgewood Road along the frontage of lot 5 to Van Bibber Road.
 - 4) Along the frontage of Abingdon Road.
 - 5) It is recommended that access be provided from Edgewood Road to the adjacent community of Autumn Run.
15. All pavement striping and traffic control signs shall conform to the Manual on Uniform Traffic Control Devices and State Highway Administration Supplement.
16. A 30' right-of-way dedication is required along Van Bibber Road and Abingdon Road.
17. A traffic impact analysis was submitted for the site.

Comments are being forwarded to Planning and Zoning.

DFC Dan Buchler – Sheriff's Office

No comment.

Crowd Noise

Rich Zeller – State Highway

The MDOT SHA has no objection to approval of the Preliminary Plan as there are no right-of-way impacts to the MDOT SHA right-of-way.

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The MDOT SHA has no comments regarding the proposed accesses to lots 1, 2, and 3 as access will be to a county road. The MDOT SHA is currently reviewing the traffic impact study (TIS) prepared for this development. When comments become available, they will be forwarded to all interested parties. Should the review of the TIS determine the need for off-site road improvements on a state road or at a state intersection, those improvements will be subject to the review and approval of the MDOT SHA, and an access permit would be required for the construction of those improvements.

Should the review of the TIS determine the need for off-site road improvements on any of the I-95 ramps, those improvements will be subject to the review and approval of the MDOT SHA & the Maryland Transportation Authority (MDTA), and an access permit would be required for the construction of those improvements.

If there are any questions, please contact Mr. Richard Zeller at 410-229-2332 or toll free (in Maryland only) at 1-866-998-0367 x2332 or by email rzeller@sha.state.md.us.

Eric Vacek – Planner

1. This subject property is zoned CI (Commercial Industrial) and totals 326.47+/- acres. A Preliminary plan (P056-2019-1) was submitted concurrent with Site plans (S058-2019-1, S059-2019-1 and S060-2019-1). The preliminary plan proposes to consolidate multiple existing parcels of record to create a public road and the creation of nine (9) commercial lots.
2. A Forest Stand Delineation (FSD030-2019-1) is currently under review by the Department of Planning and Zoning. The Department shall request larger scale drawings due to the size of the overall site.
3. Site plan (S058-2019-1) proposes to construct 1,056,000 square feet of warehouse distribution/office use on proposed Lot 1. This lot is zoned CI (Commercial Industrial) and totals 117.04+/- acres.
4. Site plan (S059-2019-1) proposes to construct a 600,000 square foot warehouse distribution/office use on Lot 2. This lot is zoned CI (Commercial Industrial) and totals 48.35+/- acres.
5. Site plan (S060-2019-1) proposes to develop Lot 3 and construct two (2) independent warehouse distribution/office structures. Building #3 totals 304,500 square feet and building #4 totals 145,600 square feet. This lot is zoned CI (Commercial Industrial) and totals 49.36+/- acres.21

6. The proposed plans cannot be approved as submitted. The Department shall require a revised series/versions of the submitted plan(s). Impacts to the Natural Resource District (NRD) for building and/or parking areas cannot be permitted. Additionally, specific consideration shall be given to reconfigure the proposed structures on Lot 2 to provide additional separation from adjacent residential communities.
7. A Forest Conservation Plan (FCP274-2019-1) has been submitted and is under review. Proposed disturbances within the fifty-foot (50'-0") flood protection setback for storm water management (SWM) is not permitted. Disturbance of natural vegetation shall be minimized and any disturbance allowed shall be vegetatively stabilized. The FCP shall be revised in accordance with each of the respective Site plans.
8. A Traffic Impact Analysis (TIA) was submitted to the Department of Planning and Zoning and is currently under review. Questions may be directed to Mr. Alex Rawls of the Department of Planning and Zoning.
9. Landscaping plans were submitted for review by the Department of Planning and Zoning. Approval shall be required prior site plan approval. The Department of Planning and Zoning shall require a revised series of the Landscaping plans in accordance with revised Site plans.
10. Photometric plans was submitted for each of the proposed lots to the Department of Planning and Zoning. The lighting shall be designed and controlled so that any light shall be shaded, shielded or directed so that the light intensity or brightness does not adversely affect the operation of vehicles or reflect onto residential lots or buildings. Revised to match revised plans.
11. The CI (Commercial Industrial) district permits a maximum building coverage of fifty percent (50%). The maximum impervious surface permitted is eighty-five (85%).
12. All proposed signage shall conform to the Sign Code and will require permits from the Department of Planning and Zoning. One way drive aisles shall be clearly marked with appropriate signage. Signs shall not be placed within the County or SHA right-of-way.
13. Future development of Lots 4, 5, 6, 7, 8, and 9 shall be subject to site plan review process.

Moe Davenport – Aimee, the Forest Conservation Plans will also need to be revised if you are amending or revising the lot layout. Do you intend to grade those lots that are not going

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to be developed at this time with the initial construction of Edgewood Road or do you just plan to build Edgewood Road in the initial phase?

Aimee DiPietro– There will be some grading done on Lot 4 due to the topo in this area so, some of the grading will be on lot 4. The remainder we can get the grades to tie off as you proceed through 6-9. We can get the grades to tie off without having to mass grade these lots.

Moe Davenport – So, then you would remain speculative on them.

Crowd – We can't hear.

Aimee DiPietro – Part of lot 4 will need to be graded to build this portion of the spine road. The remainder of 6-9 we do not need to mass grade those lots to get the spine road in.

Moe Davenport – ok.

Citizen - But, the road will go in at the same time.

Moe Davenport – That was my question. We need to keep the record straight so right now if there are no additional comments or questions from DAC members we will open it up to anyone in attendance that has questions or comments. Please give your name for our records.

Public Comments

Susan Beckwell – I'm the president of the homeowners association we are about .3 miles from Abingdon Road on Route 7. I have reviewed the traffic impact study and as a background I am not a traffic engineer so I did have some questions or concerns. But, I am an engineer and as an engineer you go through and do the numbers and then you go back and you verify. Well, I have done that verification. I looked at all the appendices in the report. I reviewed all of the traffic numbers and I came up with a lot of questions and concerns. Everything in yellow that you see on this piece of paper is an inconsistency within that report. On the critical lane volumes that were calculated in the appendices at times they used a right turn instead of a left turn. There are times in this study they don't use the opposing left turns in the calculations. There are times within the study that the lane use volume is used the same number for both the left turns and the through traffic. And, that number is based on the number of lanes. If you have two lanes that makes a difference than if you have one lane. But, within this report they used the same numbers for both directions. Like I said, I have spent a considerable number of hours going through all of the data, 560 some pages of it and it took me quite a few hours and a lot of headache but, I've gone through everything.

Crowd Noise

Susan Beckwell – I have with me copies of the report, one here for you, one for state highway and one for the developer. I spent a lot of time going through this and not only are the number not consistent with what the existing traffic is. If the existing isn't accurate. How can the future be accurate? So, that is a big concern for me. In the queuing analysis I went through all of the data on how they are going to increase the lane sizes but, in their queuing analysis the reports of the length of the existing ramps isn't even correct. One of them is off 50 feet.

Crowd Noise

Susan Beckwell – Within the report it states that any road that is a D level or worse than a D level is going to be repaired. There are only three roads that are going to be repaired. I'm assuming then that they are saying the average has to be a D. They are recommending a spot improvement. They are going to increase the width of the right turn lane from MD 7 onto 136. That right turn is a level of service of an A. That means it's great. There is no obstruction but, they are going to increase that turn lane. What is wrong with that intersection is that the south bound and north bound lanes for the left turns going on and off of 136 and Route 7 are at F level and they aren't doing anything to mitigate that problem. Is that a traffic analysis that you would rely on? The vehicle queuing mitigations that they put in there are missing intersections. The information in the appendices for some of the queuing intersections are not in the report. So, with going through all of this how can you say that this or that you based your answers on information that is not accurate and that's not included within the report. Anybody who wants to sit down with me and review all of these numbers or review this report I'm available anytime. I'm an engineer, and I would be embarrassed, I would truly be embarrassed if this was my work.

Crowd – You weren't paid for by the developer.

Crowd Noise and Clapping

Moe Davenport – Thank you, Susan. We will provide this information to our transportation planners, state highway also has a team of transportation engineers who are reviewing this. They may come to the same conclusions as you do. Any questions that you may have regarding that you can contact Alex Rawls in my department his contact information you can find on our web page. If you cannot find it please contact me and I will get you in touch with him. I will also share this information with him.

Susan Beckwell - Like I said I put a lot of time into this.

Moe Davenport – Obviously.

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Susan Beckwell - I kept saying I can't be looking at this correctly. How can this be this inaccurate?

Moe Davenport – Thank you very much.

Aimee DiPietro – We will also share that information with the traffic consultant as well.

Raymond Steeley – I live right off of Abingdon Road close to Route 7. Talking about traffic, I took some google shots, earth shots and I'm just wondering how they can have these... Right here would be the road coming out of Route 7 as you can see there is a hill before you get to that road and if people are going 50 mph and you have a truck pulling out onto that road, this narrow road. How is this going to work? Very dangerous. Here is the intersection of Route 7 and Abingdon Road only one lane can get through on each side. Until you get down to 7-11 there is no where you can turn right. It is only a two lane highway. The fire department and ambulance has an h... of a time getting through there when traffic is heavy and now you want to make traffic heavier. This is the business that is at the corner of Route 7 and Abingdon Road they have a railing around half of the building. Why? Because, every couple of months a truck runs into the railing and they have to replace it. Now, how are you going to improve this intersection? Down here, if you follow Abingdon Road down through Route 40 so, you are going to have trucks coming out of Abingdon Road accessing 95 and Route 40. So, here they are its bad enough now you have a hill going up to Route 40 and you are going to increase the traffic along there. Do, I still have the floor?

Moe Davenport – Yes

Raymond Steeley – Ok, we are at the end of the water line that comes from Joppa. Our water is dirty. We have to have pressure pumps in the basement because the water pressure is low. So, how is this business going to help our area?

Moe Davenport – Darryl, can you address the water?

Darryl Ivins – As far as the drinking water goes the pressures will not get any worse but, they will probably not get any better either.

Raymond Steeley – Yes, so we have to keep on having pressure pumps and we have to have filters in our house to get the dirt out.

Darryl Ivins – If you have consistently dirty water you should be calling our Abingdon Maintenance Shop.

Raymond Steeley – Well, they tell me we are at the end of the line because, the water comes from Joppa.

Darryl Ivins – Well, that may be a true statement however, they are required to come out and flush the line whenever they get a dirty water complaint and they certainly will do that.

Raymond Steeley – Well, I see them every so often coming out and flushing it. I do give them that. One other thing, what is going to happen to all of the streams that are in there? There are quite a few streams in there, what is going to happen to that with all of this grading going on?

Moe Davenport – The streams are protected under the Natural Resource District regulations in Harford County. Haha Branch has 150' stream buffer plus 50' beyond for the 100 year flood plain. All other streams and tributaries have a 75' buffers or 50' beyond the 100 year flood plain.

Raymond Steeley – So, they are going to destroy all of the streams that go through that property. Is that right?

Moe Davenport – No, they will preserve all of the streams that go through that property.

Crowd Noise

Raymond Steeley – It is supposed to be wetlands.

Moe Davenport – I just said that the streams are protected under the Harford County code. The HaHa Branch has 150' buffer on either side of the stream plus 50' beyond the 100 year flood plain plus 75' beyond the non-tidal wetlands. All other streams have a 75' buffer on either side of the stream from the edge of the stream bank or 50' beyond the 100 year flood plain. They are not permitted to put buildings or parking in those areas.

Raymond Steeley – As I understand you only have one bridge that I see so how are you going to get over those streams here?

Moe Davenport – They would have to build culverts to get across any other streams.

Citizen - But, they are putting building on top of the streams.

Aimee DiPietro – They are shown on the Preliminary Plan. There are culverts shown on the road.

Moe Davenport – They are also required that the plan be revised to eliminate any disturbance to the Natural Resource District for buildings and for parking. We would be happy to take any information that you would like to share with us.

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Raymond Steeley – Well if you just look at the plan you wonder how you can go 50 mph down this road.

Moe Davenport – Let me clarify that real quick and Mike if you would like to step in. Mike has indicated that they must provide site distance for a 50 mph design speed. That is not saying that the road is posted 50. It is recognizing that the speeds on that road exceed the speed limit and that they have to provide site distance for the speeds which are beyond what is posted there which would be greater than what is posted. The site distance for a 30 or a 40 mph road is much less than 50. So, what he said we are recognizing that they exceed the speed limit in that area and we are asking that they provide greater site distance at that intersection. Isn't that correct?

Dave Hinkley - What is the site distance for 50 mph?

Moe Davenport – Mike, do you happen to know that?

Mike Rist – I don't know off the top of my head.

Raymond Steeley – If they are at the church there and they are going 50 mph and a truck is coming out of this road that you propose on Abingdon Road. What is going to happen?

Moe Davenport - They have to demonstrate how they are going to achieve that site distance at that intersection before we approve the intersection.

Raymond Steeley – Are they also going to take all of the squirrels, foxes, deer and coyote and put them somewhere else?

Moe Davenport – Not to my knowledge.

Crowd Noise

Raymond Zinser – I live in the Autumn Run community. My wife Jane, is here with me. We recently moved to Autumn Run after downsizing. We sold our 4 bedroom home here in Bel Air and after two years of looking for a townhouse to down size into we found one in the Autumn Run and I have to tell you as it currently sits it is one of the nicest properties I've lived in. I have great concern, like many people here, about this development. I think it target the community for a lot of trouble. But, if you look at this Site Plan it directly has Autumn Run in its cross hairs. I don't want to insult anyone but does the panel understand what is proposed when they say they are going to build a cross dock warehouse operation. Do you understand what that comprises?

Citizen – No, go ahead and tell them.

Raymond Zinser – Other than the six years that I was a law enforcement officer here in Harford County I have been in transportation and logistics my entire career. That building, the reason they call it a cross dock is because one side of that building will be designated for inbound freight. That freight will be coming in by tractor trailer traffic, it could be port traffic which is overseas containers mounted on chassis and brought from the Ports of Baltimore and Philadelphia. It can intermodal drayage which is containers on a flat car or trailers on a flat car. They come in by train. They are going to be taken off the train and brought to that facility by truck and it is going to have over the road vendor traffic which is just going to be brought into that facility by truck. It will be more than likely serviced by a dedicated fleet. A fleet of tractors that will be domiciled at that location that will be loaded out the other side of that building. These buildings are designed for through put and they are designed for production. They are measured by pounds per hour, bills per hour and cartons per hour. This is going to be a constant flow of freight. It is going to be tractors and trailers coming and going at this facility 24/7 365. And, all of this is situated 30' from existing residences at Autumn Run. 30 Feet. We were just talking about a wedding venue that took almost an hour of time for 12 homes. There are 209 tax paying constituents alone in Autumn Run let alone in the entire community. This project is only going to serve one person. The developer. I would be more than willing to sit down and talk to you about my credentials and logistics and transportation. The noise. Every time you drop a trailer. If you have 45,000 pounds and it drops off of a tractor. You don't put the sand shoes down on the trailer. It sounds like gun going off. It is going to have jockey trucks that have pneumatic bags on them that lift trailers and when they release the air on the trailers you hear the noise. They are going to have back up alarms. Can you imagine what it is going to look like on a cold morning like this morning where you have a private fleet of 200 tractors that will all get started at the same time, and sit, and idle? And, the particulate matter that going to generated from their exhaust and they are 30 feet from our home. Now, I had intended today to rise and ask you to require them to build a sound wall. I saw in the plans that this was proposed nothing like this was proposed at the Abingdon Fire House. I want to know if this wall is actually in the proposal and if it is volunteered by the developer and if they don't what is our recourse if they don't provide it? This project, you are talking about a bridge across the HaHa Branch. As far as I know that has to be permitted by the Army Corps of Engineers, right?

Moe Davenport – That is correct.

Raymond Zinser – They are talking about having to improve 24, Abingdon Road, Route 7. They are sinking a ton of money into this project. I can see where this wall is going to become insularly to them and if they get into cost cutting they are going to forget about that wall real quickly. We got quite an education at the Abingdon Volunteer Fire Department where a lot of times a lot of good things are proposed and they never come to fruition. I don't remember the exact one but there was a stormwater management issue where the developer never did take care of it and then it was up to the residents to pay a onetime \$800

fee to correct the issue. I don't want to have this. The poor people on Raking Leaf, I mean it is 30' from their house. I realize that this was an attempt to curry favor at the fire department and I admit to you that that crowd was very hostile. You can tell we are all pretty upset about this. But, they keep saying that they want to keep 100 acres of this property wooded. I admire that but, why can't 100 acres be used to create a bigger buffer between these building and the existing residents? I don't understand. Like I said unless the property is in such a condition that this is the only way that they can build where they have to build.

Citizen – Where they want to build not where they have to build.

Crowd Noise

Moe Davenport – I need to keep things straight. Raymond are you done.

Raymond Zinser – Yes, I think I am.

Moe Davenport – Thank you, Raymond

Crowd Clapping

Moe Davenport – I'd like to respond to Raymond real quick and I think it will help. The use setback from commercial industrial to residential is 50 feet so parking and the building have to be 50 feet. The buffer yard by code is 30 feet. We recognize that this is not necessarily adequate in this situation. It is to code so, I can't force them beyond those statutory requirements but, I've suggested to them that and I believe you have more strongly that there should be a greater separation there and we should address the buffer to see if they can modify the plans to provide a little more separation there. Much beyond what the minimum code requires. I don't know whether that answers your question.

Raymond Zinser – So, today. How does the process continue to work?

Moe Davenport – Let me clarify a couple of things there too. This committee does not review plans that aren't permitted by code. There are zoning codes. Your properties are zoned residential or maybe R2. If you want to propose townhomes there you have to meet the requirements for the density of the property and the same environmental regulations apply and we would have to permit townhomes there. If you own CI, commercial industrial zoned property, there are statutory requirements with regards to impervious surface, the height, the setbacks, and the buffer yards and, our job here is to make sure they comply with all the regulations which include adequate public facilities, highways, environmental regulations, flood plain regulations, forest conservation regulations and the zoning code. They are not asking for exceptions to the zoning code or variances to the zoning code where

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the hearing examiner would provide specific conditions for approval; meaning a fence, a wall, a barrier, we cannot do that. We can work with them and we try to work with them and work with communities to hear your concerns and make sure that to the greatest extent possible we can have the best product as possible.

Raymond Zinser – As it was on the document that got released to the announcement of this meeting there is now listed a 20-25 wall that is projected to be built between the Lot 2 and the existing residences of Autumn Run. How do we know that that is the final plan that is accepted?

Moe Davenport – Aimee, can you address that?

Aimee DiPietro – That wall need to be built for grade purposes. The proposal is that it will be built however, we have been in discussions with the county about adjusting lot 2's layout to provide more green space between Autumn Run and the adjacent use. We are currently working on that with the county right now.

Raymond Zinser – Could you adjust the wall at all to higher height? Twenty five is that enough for us? If you are doing it for grading are you going to back fill to the top? I guess I don't understand.

Moe Davenport – That is not a wall or a fence that is coming above ground.

Aimee DiPietro – It is a retaining wall.

Raymond Zinser – The view of this proposed property from our homes is going to be... The wall the way it looks like it is going to prevent noise. Again, I'm not an engineer but, that is what we are looking at. You guys have a right to develop your property but it should not infringe on my way of life or my property value.

Aimee DiPietro – The Autumn Run community will sit here and the wall will be a 20-25 foot wall like this and at the top of the wall will be sitting the development of lot 2.

Crowd Noise

Raymond Zinser – The wall is not going to deter the noise. We are going to be looking squarely at this every day.

Crowd Noise

Moe Davenport – The wall is a retaining wall. It is not a fence or a wall. We can discuss fencing and landscaping...

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Raymond Zinser – I'll make it real easy. I would like for the county to require a sound inundation wall be built between this project and Autumn Run. That is all I'm asking.

Moe Davenport – I understand. Thank you, next.

Jesse Cunningham – I live in a community not close to that community. We live in Box Hill. I will say this and this is what you do and if it's not Morris and Ritchie it will be somebody else. I want to talk a little bit about this. My son and I are financial advisors here in Bel Air. We love Harford County. We appreciate what you guys do. We have a lot of concerns and this is a big one. If I was living there like that gentlemen, good luck on resale if you ever want to sell your place. Good luck. Anyone that drives through a neighborhood when you are going to buy a place don't you look at a neighborhood. Don't you go at different times and see the noise factor. That's common sense, right? The impact on these folks is huge. I tell you it is a serious thing because how much more of Harford County are we going to develop. Again, I appreciate the committee but I'll say this I don't know if any of you folks live near that and you don't have to raise your hand but, if you did truth be known you would not be happy with it. You wouldn't. There is no way. I'd first like to ask the committee to please what is the projected tax revenue to Harford County on an annual basis with this build out?

Moe Davenport – I don't know.

Jesse Cunningham – Mam, do you have that?

Aimee DiPietro – I don't have that information.

Jesse Cunningham – My feeling is revenue is fantastic. Frankly, I could care less if it was a hundred million dollars to Harford County. I may sound callus but I'd rather the money go to the fire and the police then building this. These company's I don't know where they are based out of. This gentleman talking about these tractor trailers, I just got an education. That's phenomenal. You guys should be all over social media today. The HaHa Branch this gentleman said about the streams where is the Department of the Environment? Those streams go right into, and I'm not throwing arrows at anyone, but all of these streams go somewhere and, where do they go? To the Chesapeake Bay. We have so many underground aquifers and underground streams in our development we have so many problems because, there is a lot of water. Well, there are places out west that have no water so, we should be grateful for that I guess. But, that HaHa Branch there is more to it than just that. It is very interesting that this was rezoned from wetlands to commercial in 1996. I don't understand how that works. Can we go backwards? So, it was wetlands, nature, the ducks and whatever and now it is commercial but, when something is developed commercial has there ever been a time in Harford County where the people have spoken and politicians and now we are going to rezone it from commercial to wetlands. Take out all of the concrete, take out all of the infrastructure and the poisons and the toxins that

precipitated mills and now let's turn it back to wetlands. How often does that happen? We can't go backwards is what I'm saying. We can't. Once that is done we can't reclaim that. I don't know how many acres you are going to demolish? 200 acres of woods. The animals will go somewhere.

Crowd Noise

Jesse Cunningham – Has anyone seen deer walk on the sidewalks in Box Hill?

Crowd Noise

Jesse Cunningham – I'm not here to say save the animals and all that. People are more important. This gentleman and people that live in that area. I live in Box Hill so we are up the road a little bit. I love the deer. I love the animals and deer are tasty too. So, I don't have a problem with that. But, when they develop this those deer are going to go somewhere. I have three grandchildren and I hope you are not on Route 40 when one of them jump right in front of you. We lost the battle probably with Royal Farms at Box Hill and they told us about the same thing with the impact on traffic. Oh, it will be like 500 cars a day. Baloney. Councilman Beulah I thought was on our side I saw his assistant a while ago. Well-meaning intentions but I appreciate that. Royal Farms. So, Harford County here we go. We have an amphitheater going in, some sort of art amphitheater; 500 maybe 1,000 seats. That is a nightmare. It puts more stress on our cops and our fireman and traffic forget about it. So, it used to be a bedroom community. It used to be a really easy to get in and easy to get out. Now you have people just flying around the corner. They are going to be buzzing 50 mph and tractor trailers all over the place. Just like this man said. Every time a car hits a traffic trailer, who loses? So, the Royal Farms, the Amphitheater and now this and I cannot believe that this engineer lady, we ought to just buy you a cup of coffee. I hope you keep going and I hope you sit down and look at that. It would be phenomenal. But, I cannot believe for a second that anything from this is not going to impact the environment and the underwater aquifers and your soil conservation sir, whatever you do. Anita Leight Estuary is right there on Route 40. Otter Point. The Isaac Walton league has been around for 100-200 years I can't remember and they teach kids about the environment and everything. It's wonderful. I joined it. Just because I have grandkids and I love Harford County. They take people out on canoes. You can't tell me that the HaHa Branch is not going to have. There is going to be a situation. There is going to be an oil spill one of these trucks, something is going to happen and you guys are going to hear it. Or when something explodes or something happens or you see a toxic flume come up, who knows. I was going to ask how many tractor trailers? What companies have expressed interest to pre lease the property? Are any of them hazardous chemicals? Is it produce? Is it live animals? What is it? A thousand jobs, I don't buy that. Even if it is. If anyone is unemployed my hat does not go off for you, I'm going to pray for you. A thousand jobs is a pawn. A sacrificial lamb, I feel. I tell you what, a thousand jobs, jobs will come and go. Would you all agree with that?

Crowd Noise - Yes

Jesse Cunningham – People will come in here. We have all heard about BRAC. Jobs will come and go. If you are able and you have skill set you can find a job, hopefully, right? Is a thousand jobs more important than two hundred and some townhomes that are there but, once those jobs are there we can't reclaim that land. It will never be reclaimed. How many more cars a day? We talked about tractor trailers at 50 mph but, a thousand jobs let's say 750 cars a day. Maybe, rideshare so let's say 500 more cars a day. So you have 500 folks who have cars and a job fantastic. Three shifts. So, you just added 500 consumers/cars. I know I'm rambling but, where are we going to stop this. I'm 100% against this. Harford County is turning into a parking lot. 924 is looking like Las Vegas with all of the lights. We love Harford County and I know you folks do too. No darts are being thrown at you. Because, this is what you do. It will either be Ritchie Morris or Morris Ritchie or Bob Ward. It never stops and there are going to be people fleeing this county just like people are fleeing Baltimore City. Thank you for your time.

Crowd Clapping

Lonnie Vick – I live in Cokesbury Manor, which is right off Route 7 and Abingdon Road. On many occasions I come out of my driveways, Tewkesbury Road and I'm trying to go west on Abingdon Road. The traffic is lined up from Route 40 all the way down to Route 7 on a consistent basis because of the traffic light there and the number of cars coming through there. I want you to picture this traffic designers add two trucks, just two trucks and what is going to happen? And, that should have been thought about. You also talked about the number of employees so, let's say you have a thousand employees and you aren't talking about the truck driver, the truck mechanics, the warehouse workers you count everybody. Rest assured that half of them are going to be truck drivers. 500 trucks minimum. Also, where do those truck drivers live? They don't live in Harford County. They don't live in Maryland. They are truck drivers. They may live in California or any number of places so the revenue from that is not going to affect us. They are not going to be paying taxes there. The only thing that they are going to buying is a little bit of diesel fuel from someplace or another in the State of Maryland because by law you have to buy so much diesel fuel. But, that is fine. It is not going to affect us but we are going to get the noise, the pollution and it amazes me that we talked about the HaHa stream. That HaHa stream runs across Route 7?

Moe Davenport - Yes

Lonnie Vick – If you concrete everything up above that and come a heavy rain storm we are going to be Ellicott City, right there.

Crowd Clapping

Lonnie Vick – Because, the water has to go someplace. After a driving rain storm and that water is underneath and all the way to the bottom of the roadway there along Route 7. Concrete 200 acres of that and what is going to happen? Disaster and it should have been thought of. The highway administrator there, didn't have to much comment. But, imagine this. You are on interstate 95 and you want to exit north onto 77A. You know what I'm talking about, right? Just add 10 trucks there and what is going to happen? What is going to happen? Traffic is going to be backed all the way out there on interstate 95 north bound because it don't take but a couple of trucks and there is a stop light there too on Edgewood Road. How are they going to make that left hand turn in there? How are they going to get from the right hand side, because right there you are traveling north and you come off of exit 77A and you want to get all of the way into the left lane, man that is a task? That is a task.

Crowd Noise

Lonnie Vick – You need to make that loop to come around to get to Edgewood Road. As a truck driver, what is going to happen? Just 10 trucks. What is going to happen? They are going to be lined up all the way out there on 95. And, what is going to happen? 95 right there is going to become our parking lot. It is a parking lot there now. It is going to be a parking lot without any toll collection. And, that should have thought about in that plan. That should have been looked at in that plan. Why do they want to develop this? It is close to 95 and that is a major, major, major problem, right there. If there is nothing else taken into consideration to stop this project let alone the noise and all of the other stuff that goes along with it for our community. The quality of our lives in this area will be shot. Completely shot. They talked about 10-20 years to complete this project. You know what they are telling us? Once we get this warehouse we don't care about this other stuff down there. They don't care at all. 10-20 years. No, no, no. They will build three warehouses and the rest of it be d..... I say be d.... with all of it from the beginning. That's what I say. I will reserve the rest of my comments for a later meeting.

Crowd Clapping

Janet Hardy - I live on Abingdon Road. First of all, to set the record kind of straight the property was rezoned commercial industrial in 1982 during the comprehensive rezoning of the properties in the area. Agricultural to commercial industrial. This may have been ok in 1982 because that was a long time ago before any of you all moved here. Several housing developments all along the area will be adversely impacted by this warehousing development. We have also talked about traffic. I'm going to talk about the buffering issue. We are talking about a wall, that's really not a setback or a buffer. It is just a wall and we need more buffering and more of a setback to protect the homes from the run off that is going to happen from the wetlands that are in this area. Now, I have submitted to Moe Davenport and the committee a letter from Gunpowder River Keepers which has a lot to do

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with the soil, delineation and the issues involving the wetlands that ultimately wind up in the bay which we all know. I know too that the county has kind of permitted a clause that would kind of ignore wetlands. They voted against wetlands, but they do exist. Now, the regulations we talked about in the plan and the proposals, unless they are enforced they are no good. They don't work. And, Harford County does not always get a chance to regulate, enforce or maintain the proposals and regulations that are in this code. Another thing too, we talked about the open space areas and also the buffering and in one of the meetings I can't remember who it was that brought up the buffering areas around the hotel area off of 95. They had those areas of open space and buffering but pretty soon they were driven on or paved over kind of like infringed upon so, now they don't exist. Enforcement is very important when you talk about the regulations and the zoning code. That is pretty much all I needed to say about that because I know we have talked about the traffic and we all know that the traffic studies are done by the developer as our engineer friend pointed out. I thank you for your time.

Marylee Stritch – I live in Philadelphia Station. Our development can be accessed from Route 7 or Abingdon Road. We were told at the Abingdon Fire Company meeting that when Tom Huber of Harford Investors bought the 326 acre property in 1986 it was zoned residential. Much of it was designated wetlands. Sometime in 1996 the property was rezoned commercial industrial apparently not taking into consideration the effects such a mammoth project would have on the wetlands and area residents. This project consists of 2.4 million square feet of warehouse space. The proposed complex will also have 97,400 square feet for commercial retail and food service businesses including a retail strip directly on Abingdon Road. Does this area really need more of these types of businesses? Supposedly, the forest stand delineation states that there will be a 150' buffer by the HaHa Branch and a 75' buffer by the non-tidal wetlands and a 50' foot buffer by the 100 year flood plan. However, at last count we were told there would only be a 30' buffer between the industrial building and homes. A 30' buffer cannot possibly shield the residential areas from the noise and the exhaust fumes from an endless caravan of tractor trailers 24/7 or the blinding lights that turn night into day. A noted Stanford Neurologist Dr. Maurice ? has linked bright industrial light to poor slumber habits. It cuts into the quality and quantity of sleep that people get. Inadequate slumber is linked to metabolic disturbances and poor overall health. This was an article in the Sunday Sun paper in March of 2016. Then according to the forest stand delineation the property consists of 33 acres of Virginia Pine, 122.8 acres of White Oak, 38.9 acres of Chestnut Oak, 62.8 acres of mixed Oak and Pine, 20.5 acres of Maple and Sweet Gum, 25.8 acres of Poplar and Sweet Gum for a grand total of 303.8 acres. The forest conservation report for the Abingdon Business Park states that where possible specimen trees will be preserved and placed within a forest conservation easement. It also states that care should be taken to preserve as many of the larger trees located around the perimeter as possible. The report also mentions reforestation on site with individual tree plantings totaling .851 +/- acres in addition to 7.67 +/- reforestation plantings. This seems to indicate that 303.8 acres of trees will be destroyed and reforestation of only 8.5 acres plus

some of the larger specimen trees that may or may not be preserved. At the meeting, Morris and Ritchie had stated that an additional water line to the complex would be provided from the water treatment facility on Abingdon Road. This would no doubt make it necessary to widen the I-95 overpass on Abingdon Road and possibly Abingdon Road itself. Even if widening does not take place the overpass would probably be closed during the water line placement project. At the very least, this area of Abingdon Road would require a lane closure with flag men. All of the commuters from the arsenal hoping to return to Bel Air, Forest Hill, Fallston and other points north will be facing more time in their vehicles instead of at their homes with their families. Route 24 would be even more congested than it already is. Everyone living on the south side of I-95, not just the residents of Abingdon Reserve or Philadelphia Station would be forced to use alternate routes to get to the businesses along Merchant Blvd. The YMCA, the Constant Friendship businesses, the Festival at Bel Air businesses and other points north. Route 24 and Hookers Mill Road cannot handle the added traffic that will result from this. County Executive Barry Glassman's State of the County address made it sound like this project is a done deal, approved without any concerns of the opinions of the citizens whose lives would be severely impacted by this project. Mr. Glassman made it sound like the project is written in stone, approved without any regard that much of the land for this project has been designated wetlands, approved without concern for the animals whose habitat will be destroyed, the deer, the red and silver foxes, the rabbits, the squirrels, the frogs. Not to mention the song birds, eagles and osprey that nest in those trees. If this project is approved, it will be lasting proof that we the residents of Abingdon, are facing a future in which corporate and government desires outweigh public and environmental health.

Crowd Clapping

Citizen – I live on Federal Lane. I just want to make a brief statement. I know my statement has no impact on the board today but, I did want to add for the record that I have conducted a petition against ABD and have currently received 183 signatures. I also have not started a Facebook yet. When I have obtained signatures I will present this to Mr. Glassman, Mr. Johnson and Mr. Beulah. That is pretty much it.

Crowd – Pass the petition around.

Moe Davenport – You can give your webpage if you would like.

Citizen – It is Stopabp.wixsite.com/mysite

Dave Hinkley – We have talked about the traffic. The traffic is going to be a nightmare. The water is really my issue. I live on Peverly Road at the very end back up against the woods. I've had the Army Corps of Engineers down at my place because I have a drainage ditch that goes across the back of my property that serves basically everybody on Philadelphia Road. I

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don't know what the county requirements are for the water or run off but, it doesn't work. I have had development built, housing developments built up the hill from me and every time it happens I have to get a piece of machinery down at my house and re-work everything to deal with the water. It comes past my house like a river, down our private drive which we have to maintain. The water from the HaHa Branch with all of this hard surface back there is going to be a major issue and Philadelphia Road will be closed every time there is a hard rain. If you look at Winters Run down near Fashion Way that road is closed, Philadelphia Road is closed there every time there is a major rain because of the big development that is there at Winters Run. It is mess down there and it is going to be a mess at our place. And, like this gentlemen was talking about Ellicott City. This is exactly what it is going to be. I'm going to have a foot and a half of water in my back yard all of the time. The twenty five foot wall that is behind these folks up the hill from me is going to turn their place into a swamp. Because, all of that water from up on top of that 25 foot wall is going to end up in their backyards and probably in their basements. It is going to be a mess. The water coming from the water pump plant you said it is going to have to be 2500 gallons per how much? Per minute. In their area, what is that going to turn the fire hydrant to in my neighborhood? Am I going to get 2500 gallons per minute out of my fire hydrant? Or, is it going to be 800 and then maybe my house catches on fire or one of my neighbors and we can't put that thing out, because we don't have the water. I think this whole idea is not very well thought out. I see the plan and the woods and all that stuff but, the rest of the auxiliary, the roadways, the water source, and the water runoff, I think it is going to affect everyone in this area except for them because they are going to build it up on a hill. How many millions of tons of fill dirt are you all planning on bringing in?

Aimee DiPietro – We are not planning on bringing in dirt.

Dave Hinkley – You are not going to bring in any dirt. Then how are you going to fill in behind that 25 foot wall?

Aimee DiPietro – We will borrow dirt from other spots on the site.

Dave Hinkley – Where is the HaHa Branch on your map? It is labeled?

Aimee DiPietro – It runs along this property line here.

Dave Hinkley – But, it is not labeled and it is not even in there is it?

Aimee DiPietro – This is an illustrative plan. It is shown this plan that was submitted for review.

Dave Hinkley – So, it's on the topical plan but not on your master plan. So, the HaHa Branch does not exist really on your other picture?

Aimee DiPietro – It does.

Dave Hinkley – Flip it over and let's see it. Please show it to me. Flip it over and let's see it.

Aimee DiPietro – It is shown as green space which...

Dave Hinkley – It shows green space ok I got it. So, there is no worry about any kind of water in there. Could you show me any other streams or any other water sources that are back in the woods there?

Crowd Noise

Aimee DiPietro - There is wetland system here. Another one that goes through here. Wetland system here.

Dave Hinkley – Now, where do you expect that you are going to borrow the dirt from to fill up a 25 foot tall wall?

Aimee DiPietro – In each individual site.

Dave Hinkley – In each individual site?

Aimee DiPietro – Yes

Susan Beckwell – So, to develop that site you have to clear the entire property so you can borrow the dirt and put it over there.

Aimee DiPietro – No, just within the LOD that we have shown. This site will balance on its own. We will cut some areas and fill other areas.

Crowd Noise

Moe Davenport – We need to keep the records straight. To answer some of your questions about stormwater. They will have to meet the state and county requirements for stormwater management which also include the specific parameters because of the soil types that are above and beyond typical stormwater management plans. That has been indicated here by soil conservation in regards to sandy soils.

Patrick Jones – When they design their stormwater management yes, they can account for the hydrology of the site, how well the site infiltrates or how it doesn't infiltrate. They do a very good job of trying to maintain what came off the site prior no more comes off when they are done.

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Dave Hinkley – I'm kind of getting this feeling from you guys that we got from Barry Glassman. That you all are big proponents of this project and when it happens and when they have this ready it is going to happen. This is the idea that I am getting and the feeling that I am getting from you guys.

Moe Davenport – Our job is to make sure they comply with the laws and the impacts to the people and the resources are as minimal as possible. That is our job and we are going to do it.

Dave Hinkley – Well, I can tell you sir that there is nothing minimal about the impact of this on all of these people that are sitting here plus all the people who could not make it because this meeting was set on a Wednesday morning in the middle of a work week. Previous the Abingdon Fire Department meeting that just so happened to land on the night of the County Council meeting so, our County Councilman could not be there. I just smell fish.

Crowd Clapping

Jerry Hardy – I live at 1423 Abingdon Road which is directly across from where the road will come out onto Abingdon Road. I would say that my road is in terrible shape. I'd like to go back a little in history. When they first started widening the road they tilted it so it would drain into that woods across the road. They even put a big ditch just opposite my house with big stones in it for all of the water to run down. But, now they have the road tilted the other way so the water runs on my property. It runs down my property to the end of my property where there is a culvert. The culvert won't take the water so it floods and you get a big puddle of water right in my driveway. I go out to get my mail or something. I get wet. The water comes right across the road. The county people who have a place just down the road for the maintenance. They drive through there every day. They ride through that mess. It splashes and goes everywhere and nobody does a thing about it. They come down and they mow. They have a guardrail to that's another thing. It is not safe for people to walk between the guardrail and the traffic. Anyway, they mow, but they skip that section. All of the trash and the cans and everything builds up and that ditch is full. No one cleans it out. No one makes sure that that water runs into the woods again. So, all of it has to come over and go through that culvert. That culvert as far as I'm concerned that is HaHa Branch because that is the beginning of it right there at that culvert. I don't know what you said the clearance has to be between that road and that culvert which should be HaHa Branch. That distance should be where that road is otherwise it is going to be too close. Then you have all of those buildings. I have a flood all of the time. It comes right where I have my driveway it has dug my driveway out that deep. It has dug the macadam out where my driveway was paved and they built that development beside me a few years ago and the water from their houses comes down that grade into my driveway. It comes through the woods to the other side of my house between me and my neighbor. It comes down another neighbor's. There are four of us. The other side is a road. That road washes out and all of the gravel washes

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out and lays right in the culvert. It makes a mess. The county comes by and picks it all up with their sweeper. They don't put it back in the road. They dump it somewhere. So, the people who live back there have to buy the gravel to repair that road because the county won't do it. Now, that is what the county does for us right now. I'm wondering what is going to happen when they move all of this stuff in there and the county don't care. Because they don't. They don't ever stop and tell someone to come down there and clean something up or pick up the trash. Once in a while you will see a man come by with a trimmer and he will trim around that guardrail. But, I don't see the county doing anything for the people. They do everything for the business people. The people that own all of this industrial stuff. The traffic lines up in front of my house from the red light clear up to the church sometimes. Clear up on top of that hill. You have a steep hill there before you go into that development. You guys know where I'm talking about. You have to make a left turn because that is how they get into their development. All of the time there are accidents. I hear squealing wheels all the time because you have a road right at the bottom of the hill and now you are going to put another road at the bottom of the hill and trucks are going to be coming out of there. The people up at the corner you have about three cars that can make a left turn and the other people sit back there waiting to make a left turn but, the cars are in front of them wanting to go straight so they can't get over to make a left turn. You can't get over to make a right turn. You got two lanes coming out there and the one that makes a left turn they will sit there 3, 4, or 5 times for a change. Why don't the county fix the roads? Why don't they do something for us? I've lived there 60 years and it keeps getting worse. It just keeps getting worse. That's all I have to say.

Crowd Clapping

Joseph Saunders – Good morning, I am part of the Autumn Run community. I want to thank the respective ladies and gentlemen for your attendance from the different perspective agencies as well as Morris & Ritchie. I know you guys are taking a beating but realize that you are people and I will do my best I can to respect that. You just have a job to do for the developers. I understand that and you are just in the middle. I can't imagine having to do your job having to push such a mammoth project on our community. I guess we just hope that you can convey back to the ownership and developers during this plan. It just sounds like it is going to go through. These buffers that are needed for our community and take these buffers into consideration just like the gentlemen straight ahead of me. I'm sorry what is your name?

Moe Davenport – Moe Davenport

Joseph Saunders – Mr. Davenport has spoken about emphasizing to Morris & Ritchie because put yourself in our place at Autumn Run and the communities around us. Autumn Run obviously is in the crosshairs. Yes, we were only built in 2006 but, our community continues and always has been extremely wet. The impact to our community, the

stormwater, we have seven areas I believe it is that we have to maintain. Two that we are actually responsible for right now and one of them we have already been ordered to take care of once already since I have been a part this association. We are actually repairing some items and I'm told by the guy that works on our stormwater that its possible underground springs. I believe that. It doesn't take a scientist to see when you have water sitting in your yard on dry days and your sump pump runs all of the time. The neighbors, Mrs. Hall who lives up bordering this property where the warehouse is going.

Monica Hall – Yes, I actually have ground water coming into my house. I've had to put in two sumps to keep our basement from flooding so, I imagine that situation is not going to get better. This thing that you are building is literally in my back yard.

Joseph Saunders – I'm sorry for pointing her out but she has a very good point. She is affected directly. The rest of the neighborhood, even Indian summer all the way towards Route 7 is extremely wet. I know I said it before in previous meetings, I grew up in the county in the country. I've never seen more amphibians (frogs) around and they are continuously everywhere so, that tells me the environment already is extremely wet. I guess I will speak in respect to public safety. I have a background as a career firefighter as well as a volunteer previous to that and I thank you for what you do in this county, the volunteers and the sheriff's department. With this going in from my experience it already is a severe impact already without this going in and what it is going to do to the response times. I guess my question is to public service and to all of the county agencies, how is that taken into effect? There is all of these different kind of studies but how do study Abingdon's response from point A to point B when you know lives are hanging in the balance and you throw all of this traffic situation in there? You take into account trapped cars and everything you are throwing a big large ladder truck or fire engine coming down the road trying to get somewhere and they are not going to get through. There is nowhere for them to go. They go through opposing traffic to get through an intersection because that is what we do, we use no regard, is it clear and then we proceed. You have traffic coming the other way you are not getting through. I've had that happen to me thousands of times in my career going to calls. You just sit. Just look at the beltway you see a car accident happen when all lanes are locked up we don't get there. It just does not happen. And, then you throw something that is not a highway, two lane roads, even 24 there is nowhere for people to go. So, from a public service aspect I think it is going to be a severe impact to fire and ems as well as the sheriff responding to the calls to the eastern part of 95. East of 95 which that is most of Abingdon's response area. I'm going to speak as far as the community what we have here. We as a community are standing in opposition. I'm sorry I am very emotional because it is affecting a lot of our neighbors.

Moe Davenport – Understood.

Joseph Saunders – We as a community stand in opposition against the development of 326 acres of land adjacent to our community due to the severe impact it will have on the quality of life it will have on the residents of Autumn Run and our neighbors. This impact includes but not limited to possible reduction in home values. And, I say possible but I use that very lightly. It will affect our home values. I can't see it any other way. Increased traffic, noise, air pollution, severe environmental impact and a decrease in response times from fire, ems and police. Our hopes are that the respective county and state agencies will see the severe impact to our communities and stop this project from moving forward, or at least reducing it. We believe that any land owner has the right to develop their land and I speak more or less I I'm not speaking for the rest of the community. Nobody wants this in their back yard but, something to this large extent that's why it has sparked such criticism. I have no issue if you have 1 or 2 warehouses but, you are putting them obviously from my experience reading the plans and hearing about stormwater, you are putting them right on our doorstep because, you can't put them any other place. We feel the owner and the developer are not taking into account the severe impact this will have to the residents of Abingdon especially the bordering property owners. That is obvious because, everything is concrete. You can call it green space and everything like that but, it is going to be all warehouses. To conclude we are asking your attendance. I'm sorry I'm reading notes here. This is spite what you may have heard should not be a done deal. I hope, I hope since this has been thrown around since the beginning, I hope that the respective agencies can do what you can in your power and Morris and Ritchie can go back to the developer and share this to give us something easier, easier to swallow than this. I know you are bound by laws and such and codes and obviously they are not enough. Thank you.

Crowd Clapping

Cindy Arthur – I live on Van Bibber Road where this is going to start. I just understood you saying that you are going to do something to Edgewood Road? Where the ballroom is?

Aimee DiPietro – Yes, we are proposing some widening and signal modifications there.

Cindy Arthur – At 24 and Edgewood Road? You are not going to do anything at Van Bibber and Edgewood Road?

Aimee DiPietro – Van Bibber and Edgewood Road was part of our traffic study. We will be doing some minor improvement at that intersection as well.

Susan Beckwell – Excuse me that is not in the traffic study.

Cindy Arthur – No, Susan I'm going to need your help. I have a five page documents from my daughter who is an engineer just like Susan. She is out of town on business. She actually emailed her comments to all of you yesterday.

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Aimee DiPietro – I did not receive an email.

Cindy Arthur – The emails were sent.

Moe Davenport – I received the email.

Cindy Arthur – So anyway with this are the improvements on 24 going to be down before these actual buildings get started?

Moe Davenport – The improvements will have to be permitted and bonded before we can issue any permits.

Citizen – To build.

Cindy Arthur – I mean 24. Are the road improvements going to be done first before any building is going to start?

Moe Davenport – Mike can you chime in as far as the building? Edgewood Road would have to be constructed.

Mike Rist – Edgewood Road itself through the site will need to be designed and bonded before any building are started.

Cindy Arthur – I'm talking 24. Upgrade the intersections and all of the road improvements. I feel they should be done before any buildings get done because that's the thing that happens. They get these permits little by little so as time changes things will change and they will eliminate things that need to be done. Just like the setbacks, the buffers, the hotels they don't have their buffers anymore because they eliminated them in the process of enlarging what they needed to do. That is why they are doing this in sections because they are going to actually figure hey, I only have to do this little bit to get this huge warehouse which is going to be their main source of income. The little things are going to come eventually like they said a period of 10-20 years. But, their main source of income is going to come asap. They are going to get that done and so, then requirements for road conditions are going to be bumped or they will disappear.

Moe Davenport – Let me clarify some things. I think I can answer your question. The offsite road improvements when they are determined will need to be permitted and bonded by the owners prior to application of any permits and they would have to be constructed before the Use and Occupancy of those buildings.

Cindy Arthur – But, the buildings can be built before the road improvements can be done?

Moe Davenport – They would have to be bonded, yes and permitted.

Susan Beckwell – Can I chime in on that? I live on Philadelphia Road. Our sub-division went in, I moved in almost 7 years ago. They had to bond and do permits to widen Philadelphia Road at our intersection. That money still sits here in the county and that road has not been widened. And, every house in the sub-division has been occupied.

Rich Zeller – That money sits with the State Highway Administration.

Susan Beckwell – Well, then it would be probably because it is Route 7. It sits in the State Highway so, saying they have bonds, saying they have plans does not mean it is ever going to get done.

Rich Zeller – I just want to let you know that we have been in contact the developer of that site and not only that we have been in touch with the surety for that site and they will be required to make those improvements. We aren't the police, we can't

Susan Beckwell – See, that's how it works...

Rich Zeller – We are continue to be in constant contact with those people to get that improvement done.

Susan Beckwell – I know.

Rich Zeller – Speaking on the issue, like Moe said, just to reinforce that. The purpose that SHA has we will issue for any road improvements that are determined necessary to mitigate the traffic impacts with this site. Our permits state in the permit the traffic, no traffic is allowed to be generated from those site until those improvements are in place. The improvements are determined to mitigate their impact. If they start generating traffic then the improvements must be in place.

Susan Beckwell – Right, but, our houses have been built the improvements are in place and we still don't have a widened Route 7.

Rich Zeller – Well, then the improvements are not in place and you are correct.

Crowd Noise

Susan Beckwell – We have been fighting this battle for seven years.

Moe Davenport – We will put mechanisms in place so that does not happen.

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Cindy Arthur –In reference to all of these warehouses, so called warehouses going up. What about change orders? Do they have to go through a committee if there are revisions once they start doing this building?

Moe Davenport – Plans of this magnitude will go through many, many revisions. Those revisions depending on their significance would have to either come back through DAC if they are majorly significant. We have asked for the plans to be revised ourselves. We anticipate revised plans. Those plans we will put on our web page and you can contact myself, Eric or any one of us with regards to those plans.

Cindy Arthur – In reference to house is this going to impact me coming in and out of my road. I live at that dead end. I live there. How am I going to be impacted coming and leaving while you are in the process of doing all of the road repairs? You are going to kind of cut off my access to 24.

Aimee DiPietro – There won't be a cut off to access to 24. We will have a maintenance traffic plan.

Moe Davenport – We will maintain traffic during construction.

Cindy Arthur – Being here today I just realized Walton Road is going to have this electrical.

Moe Davenport – Electrical contractor.

Cindy Arthur – Electrical contractor. Is all of this going to go on at the same time where we will be impacted at both ends of our road? Well, I'm on the other side but...

Moe Davenport – The electrical contractor's road is already built.

Cindy Arthur – I understand that. But, the trucks are still going to be coming back and forth.

Moe Davenport – He will generate some construction traffic for his site, yes.

Cindy Arthur – So, it is coming off of 95. They are going to have to have a contractor involved. And, this is to so, we are talking about major, major malfunction here where we already have some. Lakeside has numerous, I went over to Lakeside, I went over to Fashion Way the warehouses that are vacant there are just unbelievable and they want to put more to sit vacant. What happens with that? Vacant places I think causes crime. What are you going to do? They said, they don't even have anyone interested. They said they were not going to build unless they had an interested party. But, they are going to build and they don't even have an interested party. That's what they stated at our CIM meeting. So, now all of a sudden they are ready to build two warehouses. But, there were no interested

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parties and that is exactly what you said, you stated it in the meeting. You said, this will not happen unless we get interested parties. Apparently there is already.

Aimee DiPietro – There are interested investors in the warehouse.

Cindy Arthur – Investors. Investors in what? Paying to have it developed or in renting?

Aimee DiPietro – I am not privy to that information. You would have to ask the developers but, they do have interested parties.

Cindy Arthur – I'm going to give them a list of what questions I feel need to be answered. There are a lot of questions here on the plans that are missing that I think everyone needs to address.

Moe Davenport – Ok

Jesse Higgins – I'm in Box Hill South. I'll keep this short. I'm just concerned with the over development in our area. As she stated, building for the sake of building with no interest in the use of the property I just hate to see 330 acres get leveled into a parking lot for no reason. The property was once considered wetlands as we already have gone over. The land didn't change but the designation did.

Moe Davenport – There is no zoning classification, wetlands. So, I'm not certain where that came from. This property was rezoned from Ag to Commercial Industrial in 1982. It has been zoned since that date, September 1982.

Jesse Higgins – My heart goes out to all of the residents whose property backs up to this or who are affected more directly than I am. It's just sad to see. Houses are going to lose their value and attractiveness. The increased traffic we have already gone over. The wildlife will have nowhere to go. It's just a shame to see. I'm whole heartedly against it.

Crowd Clapping

Rebecca Harper – I stand before you today representing the clergy and over 1500 registered families of St Francis de Sales Church, whose property line and rectory which houses our priests runs directly a long side the proposed Abingdon Business Park. For the record our address is 1450 Abingdon Road. There are a number of issues and concerns that we have as a parish. Our first concern is for the safety of our parishioners of St Francis de Sales. With regards to traffic flow, we already have to hire police officer traffic control along our entrance and exit from Abingdon Road in front of our property. This is for regular mass occurrences you can be taking your life into your own hands when making a left or a right turn out of our property. Thank you to our officers for keeping our parishioners safe. With

the proposed project the traffic flow is only going to increase drastically through this area. What safety measures are part of this proposal to ensure the safety of the citizens and parishioners who routinely travel this roadway along with the emergency vehicles that constantly run along the same area? We hear them day in and day out doing the job that they do. How will this impact our parish and the nearby residents who already struggle with the inability of the current road structure to accommodate the traffic that currently exists? There is a plan in you schematic to put a road that will run directly alongside our parish rectory again, which houses our parish priests. How is it that they will be able to adequately rest, pray and serve the people of God if tractor trailers are constantly running up and down the road? An additional concern is the necessity of choosing this area in Abingdon for such a project when areas like Aberdeen for instance have better roads to accommodate the traffic as well as 15 vacant warehouses that we have heard about and numerous acres that could be put to better use. In order to bring this proposal to fruition the wetlands that our property currently sits on will be directly affected. I'm learning a lot about wetlands today. We have been told over the years, at the parish that these wetlands are protected and they cannot be built upon. When was it decided that the wetlands could be destroyed? And, then what about the wildlife that lives in these wetlands? They are as we have heard again today deer, silver and red fox, amphibians and many other wildlife species that inhabit these wetlands. Where are they to go now? We recently learned of a parishioner that resides in Edgewood who was told by the county in order to place a 14x28 shed on her personal property she would have to plant 8 bushes or 4 trees in place of the grass where that would be disrupted to build a shed because of the proximity of her property to wetlands. What concessions does the State of Maryland have for this project to be built in terms of environmental restoration if any? In closing, it is our hope and prayer that the issues and concerns of all of St Francis de Sales and the parishioners there and the community around are addressed on behalf of the large population of voters and constituents that we have within our parish. We thank you for the opportunity to express our concerns.

Crowd Clapping

Gerry Babyok – I live at 2518 Red Maple Drive. The HaHa Branch runs through my back yard. This is very near and close to me. I have some questions about the spine road. Is that going to be completed from one end to the other at the beginning of this project? Also, is it going to be a county road when it is complete?

Moe Davenport – It is going to be a county road and we want to see it completed at the fruition of the project.

Gerry Babyok – At what point in the project?

Moe Davenport – At the beginning of the project.

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Gerry Babyok – Thank you because, that helps with the traffic. It is a problem right now because there is only one way out now so, when the spine road is complete there at least will be another way out. That will be a public road?

Moe Davenport – It will be a Harford County public road built by the developers.

Gerry Babyok – So, anybody can use the road?

Moe Davenport – Yes sir.

Gerry Babyok – You talked about some sewer water upgrades. Is that only with respect to that new road or does that have anything to do with Red Maple Drive?

Moe Davenport – It is only in respect to the new development.

Gerry Babyok – That's all I have, thank you.

Cindy Arthur – I have one more questions. You had talked about the wall that is going to go behind Autumn Run. With me being on Van Bibber I had this addressed a long time ago and, Mr. Glassman and Roni Chenowith, when she was on the County Council at that time helped me get county water because the main vein when they put through 24 was cut. Because, of the elevation level when they put through the park & ride the elevations cut off my supply of water. You may want to check into this to see if you are going to do this to Autumn Run. Your elevation is going to be here and they are down here. Not only with the flooding problems that they are going to have you may actually cut off some of their water supply just as well as mine got cut off. It is not cheap getting county water because believe me I'm still paying for it 19 years later and you are talking about putting this development and he is on Red Maple Drive and they don't even have water and sewer at this point. We only have partial sewer over where we are at. How can there be sewage? How can this be they get it when we don't even have sewage? We couldn't get it.

Moe Davenport – The sewer main runs right through the middle of their property through the HaHa Branch. That is how they are providing sewer.

Cindy Arthur – I just think that that want to be addressed and looked at the elevation levels in all of the aspects of the entire area.

Moe Davenport – Understood. Thank you Cindy.

Marcia Geno – I also live on Van Bibber Road. I did bring some pictures that I will give to you. One of my concerns is the amount of trash that will come to the area once this is built. It is not even built yet and there are pictures here that show just from the hand full of

businesses that are there now the residents in the area pretty much take care of picking up the trash. It has become a dumping site that you well know. There is a couch there now and there is a chair and some other thing but, the main part of the trash is from the businesses that are already there. What recourse do we have at that point? Do we just keep picking up the trash that will be coming from this area as well? That is the first set of pictures that you will see. The second set is about the Richlin Ballroom. We are supposed to have a buffer between us and that parking lot. My house actually sits facing the Richlin Ballroom back parking lot. It has become a tractor trailer sitting point. They sit there all night. Sometimes they run their trucks all night when it is cold. I do come from a trucking family so, I know that they have to do that just to keep heat or keep their vehicles warm. The Bel Air Auto Auction has increased on Route 7 so we get a lot of the car haulers will come there and sit overnight so, that has become basically a trucking terminal and that is the second set of pictures that you can go through. The third set will show my property up against where this development is going to go. Right now we have a very large wooded area. Our family has owned the house for 100 years. I purchased it two years ago to keep it in the family. Now, I am regretting that purchase. I wish I would have just let it go because, I am literally right beside where they are going to want to build the retail part of it. Edgewood Road will come in and there is a piece that is eighteen acres right beside me I have a little bit of wooded area there that they can't touch. But, the buffer there is another reason why I'm concerned and you will see that when you look at the tractor trailers sitting directly in front of my house. So, that is the view we will get from the front. The side is beautiful, the back is beautiful and it won't be once this goes in. I will give you these pictures to look at.

Moe Davenport – Thank you, Marcia.

Joseph Saunders - This is going to be quick. I went off on a tangent earlier about what was going on in respect to the development. Listening to everyone's questions and comments I really want to make sure I propose a question and have a response at some point whether it be today or at some point in the future. Obviously, public safety is my passion. I have been doing it for 19 years. Response times, I can't emphasize enough. I want to know what is taken into account within Harford County as far as not allowing a development to decrease the response time to respective fire departments. Station 4 at Abingdon Road the one's in Joppa those respective, not only that, but the police. What is taken into account when you review plans and such other than the traffic studies? I did mention there are things outside of what traffic studies say. Fire trucks, medic units, police we go wherever we need to go in a safe manor to get to that emergency. It may be cutting through someone's yard and then contacting the owner later. We apologize, we will take care of that but we had someone dying.

Moe Davenport - There currently are no Adequate Public Facilities or ordinances for fire and ems if that answers your question. That would be a statutory requirement to maintain a certain level of service as far as response times when it comes to approving plans. We have

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Adequate Public Facilities for schools, roads and water and sewer at this point in time. Now, that said ems, fire and police are members of the Development Advisory Committee and they review these plans and coordinate these plans with us with our departments in regards to access, quite often access to buildings and how that is going to happen. We work with the contactors, but there is no Adequate Public Facilities in regards to response times.

Joseph Saunders – In response to that, from a fire perspective God forbid that warehouse does catch on fire and becomes an exposure issue for those on Raking Leaf Drive. What kind of area is provided on that back side for access for the fire department to place aerial devices to we call them _____ to flow large amounts of water to protect those exposures. We are looking at a very little buffer in parking lot already. How can they adequately get to that side of the building? Is there something in place for access for them?

Bill Snyder – Are you talking about warehouse to warehouse or warehouse to townhouse?

Joseph Saunders – Warehouse to townhouse that is the main concern. I guess it would be building 2, the 600,000 square foot.

Bill Snyder – The fire flow, which Mr. Ivins is in charge of will meet that code of the fire flow there. Worst case scenario a massive water stream is going to be set up.

Joseph Saunders – I'm just looking at access for equipment. Equipment getting to that.

Bill Snyder - Yes, I've looked at that there in access around the building.

Aimee DiPietro – There is access all around the buildings.

Joseph Saunders – From a fire respective you would understand this side Charlie. Side Charlie which is going to be the exposure. Is there enough adequate space for the fire department to set up in a safe manor for them as well to set up the devices to set up to protect those exposures?

Bill Snyder – Yes, because again, the site will have to meet the requirements for fire flow. The apparatus according to these drawings can get to A, B, C & D.

Joseph Saunders – All sides easily. I just wanted to make sure that they could get to that one side. The docking side is obviously, because the tractor trailers will be but that parking lot side. Some of those parking lots can be very tight.

Bill Snyder – Right and during my comments I did make comment both the Abingdon Fire Department directly and myself would work with them during the construction drawings to

pin point those hydrants where we would want them. Usually, we want them at the corners and we work with the water department also through all of these processes.

Joseph Saunders – Right, that answered my questions because like I said that was something that kind of came up when I was addressing what is taken into account for public safety as far as response time and that just popped in my head. I'm thinking worst case scenario because I know how it is sometimes because accessing to protect exposures and you can't because the parking lots are taken into account for cars not fire equipment.

Moe Davenport – Thank you, Joseph.

MaryLee Stritch – In regards to the fire department now, the intersection at Route 7 and Abingdon Road the larger fire trucks cannot make that right hand turn when they are returning from points north. Now, they come from Philadelphia Station if goes through are we going to have tractor trailers that also cannot make the right hand turn onto Abingdon Road from Route 7 and, they will be coming through our development.

Moe Davenport – I would assume they would be using Edgewood Road.

Crowd Noise

MaryLee Stritch – When they are coming from Riverside, Belcamp, when they come down Route 7 that way to get to this they are going to turn onto Abingdon Road or attempt to turn onto Abingdon Road and that means if a large fire truck can't make that turn tractor trailers cannot make it so, they are going to seek a different route and it is going to be right through Philadelphia Station down Valley Forge Way and a left hand turn onto Federal Lane and then they are going to make another left hand turn onto Abingdon Road and then a right hand turn onto the road that comes out onto Abingdon Road. So, that in and of itself is another pain that will be inflicted upon us.

Patricia Cantler – I general come to these meeting #1 because I live in Abingdon. How many of you travel Abingdon Road, Route 7 and 24 on a regular basis below?

Crowd Noise

Patricia Cantler – No, I'm talking to these people here that are making the decisions for this. If you don't live there and you don't drive these roads on a regular basis you do not actually get the understanding of the traffic impact this is going to have. I really was not planning on speaking today but I just kind of got a little upset. Were there any studies done regarding what wildlife is on that property as far as that property is in very close proximity to the Bush River which is heavily populated with bald eagles, heavily populated with osprey which are federally protected birds. There have been reports of bald eagles living in those woods

where this development is. We also have endangered turtles that could possibly be on that property. I don't know. I'm not sure anybody goes and looks for turtles anymore. We do have endangered turtles in this county, we also have endangered lizards in this county. Did anybody check this property for any endangered species?

Moe Davenport – There is an environmental features map which is required by the county law for the forest conservation, forest stand delineation for the forest conservation regulations as far as wildlife I don't know. I'm not aware of any studies other than they will have to be analyzed when they apply for permits through the US Army Corps of Engineers and the Maryland Department of the Environment and they will evaluate that at that time.

Patricia Cantler – Ok. So, here is my next question. In the very beginning of this most of us had the opinion that this is a done deal and no matter what anybody says this is going through. Is that true?

Moe Davenport – I don't have any authority to deny them the rights that they have under county law, under the zoning code. As you own a single family residential lot if you neighbors don't want you to build I still would issue you a permit to build your home because you have the right as long as you meet the front yard setback, the side yard setback and the building coverage area. I can't deny you the permit just because others in your neighborhood don't want you to build a single family home there. The same thing applies here. The property is zoned commercial industrial, it happens not to be a one acre lot, it happens to be a 300 acre parcel and there are certain requirements that they have to meet and we are here to make sure that they meet those requirements. And, if they meet those requirements we don't have the authority to say I know you met all of the requirements by law but, we won't give you a permit to build because the neighbors don't want it to go there.

Crowd Noise

Moe Davenport – I can't do that. What I can do is make sure that they comply with all the laws and try to listen to the concerns of the community. We are all here today listening to the concerns of the community. This is a significant project. It has significant components to it. There are sensitive environmental features there that we are passionate about trying to protect and we are going to do our best to make sure that they are protected and that the communities are protected as best we can. We are going to hope that we can work with the developers and property owners to come up with buffers the best we can and eliminate the impacts as best we can.

Patricia Cantler – In that line, I live, I purchased my house over 20 years ago right next door to non-tidal wetland. The county won't even let me put a shed on my land. I can't because of where I live. An 8x8 shed the county says no, you live right next to non-tidal wetland. You are not doing crap. But yet they can do this.

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Moe Davenport – There are certain permitted uses in what is called the Natural Resource District. Our Natural Resource Districts include streams, wetlands and their buffers. So, they have a buffer adjacent to the wetlands and the streams. There are certain things that are permitted. We allow utilities, roads and stormwater management in those areas. They won't be allowed to build their parking, their buildings or a shed if they wanted to in those areas just the same as any other residential or commercial lot.

Patricia Cantler – My final say is: since I am the only licensed wildlife rehabilitator in Harford County, I will get prepared next February 2020 to start taking in all of the babies of parents you have killed. Wildlife baby season, birthing starts in February and runs all the way until October. I will prepare for it.

Moe Davenport – Thank you, Patricia.

Todd Urness – I live in Autumn Run. I live on the HaHa side of Autumn Run. I'm on Raking Leaf on that side. My concern is does the run off from the storm management does that feed into the HaHa? Will all that rain feed into it?

Moe Davenport – I believe this whole site will drain to the HaHa Branch.

Todd Urness – I have a property back there and I don't know how much buffer is going to be there but, if for some reason it starts flooding down by Maryland Route 7 it is going to maybe back up possibly with all that storm and there could be flooding behind on the HaHa River there. There is a possibility that that could come up on my property. Have they ever considered that from the soil delineation or anything like that? Do you account for that for a storm drain management? The possibilities of that flooding there?

Moe Davenport – The FEMA Flood Plain is mapped on the plans here and there is also a protected area. The stormwater management regulations require that they treat the stormwater management so it does not increase the flows from pre-development flows.

Todd Urness – Because, right now there is no activity. But, I'm just saying I don't want my backyard to be flooded into my home.

Moe Davenport – We don't want that either sir.

Todd Urness – Have you guys read the CIM report from our January 15th meeting? There are a lot of people that are not here today.

Moe Davenport – I read it.

Todd Urness – Can I reference any of these for you?

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Moe Davenport – It's your time, Todd.

Todd Urness – Alright, did the traffic concepts, they did a lot of counts did they take any videos or pictures of the traffic patterns showing coming back and forth from Abingdon and Route 7 how it backs up? Or, are they just at the intersection there just counting.

Aimee DiPietro – I don't know the answer to that sir. I could find out and get back to you.

Todd Urness – The zoning copy done for 1996 is there a record of that in archives or anything? Is that made public?

Moe Davenport – We have record of zoning maps dating back to 1957 when zoning began.

Todd Urness - So, that is all a matter of record, right?

Moe Davenport – Yes

Todd Urness – I remember in the map when they were going through a lot of the archive work it was previously called Abingdon Woods. Was Abingdon Woods going to be a development? Was it proposed as a development when the map showed Abingdon Woods?

Moe Davenport – Ironically the site was approved for a mobile home park. 700 plus units mobile home park. That approval was done in the 80's prior to 1982. I think it was Abingdon Glen and Abingdon Woods and a couple of different names.

Todd Urness – So, it was zoned residential for those woods. At that time in the 80's.

Moe Davenport – Yes, prior to 1982 it was zoned agricultural and had a special exception for a mobile home sub-division.

Todd Urness – If there are errors made within these plans are there any repercussions or anything that we from the laws or the zoning codes do we have any say to help us?

Moe Davenport – If there are errors, if you could bring it to our attention we would be glad to look at it.

Todd Urness – Ms. DiPietro said they will recommend the road improvement to the State Highway and Harford County would have to approve. So, they have to submit to the State Highway first and then you approve from the State Highway?

Moe Davenport – They submit a Traffic Impact Analysis and it goes to our Department of Public Works, Engineering our Harford County Transportation Planner and the State Highway

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Administration and it is distributed within the State Highway Administration to a number of different faculties in there.

Todd Urness – So, do you wait for their position on it, the State Highway or do you make your own decisions?

Moe Davenport – Yes, they are reviewed simultaneously but yes we coordinate with them.

Todd Urness – And, you make the decision based upon the State Highway and the County?

Moe Davenport – Yes

Todd Urness – From the impacts?

Moe Davenport - Yes

Raymond Steeley - There is no input from communities?

Moe Davenport – You are welcome to have any input that you would like. You can provide that documentation to myself or Alex Rawls.

Todd Urness – Now, the concern for northern part of Autumn Run that has a small buffer and we have been talking about the lights. Is there a requirement for a photometric study?

Moe Davenport – There is.

Todd Urness – How about a decibel test? Is there one?

Moe Davenport – There is no requirement.

Crowd Noise

Todd Urness – I'm sorry.

Moe Davenport – There is no requirement for a decibel study.

Citizen – What about the noise ordinance?

Moe Davenport – The noise ordinance is run by the Sheriff's office. It is 11 or 12 to 6 am.

Todd Urness - Alright, from the Army Corps of Engineers standpoint it appears that it was done by a private organization to do the soil delineation. Can we have any soil delineation back there because...

Moe Davenport – We are coordinating with MDE and the Army Corps of Engineers to verify their delineations.

Todd Urness – Ok, how about an emission health study? I'll turn to the health guy, the emissions coming especially into Autumn Run

Moe Davenport – I'm not aware of any emissions study.

Todd Urness – Well, that is a health factor right there. The walls are not going to block that emissions. You talk about people that are in the trucks. Some might even park there in that area and sleep instead of over by the Richlin Ballroom. They just might sleep there. What is the possibility of that happening?

Moe Davenport – I couldn't say.

Todd Urness – Gentlemen, I thank you for my time. I vote against this.

Crowd Clapping

Ray Paquin – I live at 1405 Valley Forge Way, Philadelphia Station. Earlier you mentioned, pretty much if they meet all of the code requirements that you have to approve this and you also stated that if I wanted to build a house on my property and my neighbor didn't like it and I met all of the code requirements that you would issue a permit for me. I'm fairly certain that Harford County has a requirement that any development over a certain number of homes has to have a homeowners association. That homeowners association has the ability to reject improvements and changes to property within that association. Which means that if the homeowners association, the community votes to say we don't want you to build a home on that property they have every right to prevent that. Are you telling me that there is no recourse about this type of development? This development is in a community. It may be large and it may make up a community of its own but it is still within a community a larger community that should have the ability for community input. You have all of these respective departments, health, environment and public works. Is there a community department. Is there a department responsible for recording and analyzing the opinion of the surrounding residents on this to act like a homeowners association which is a requirement in Harford County?

Moe Davenport – I'm not certain I'm getting your question.

Ray Paquin – Does anyone else understand the question?

Crowd Noise

Moe Davenport – Let me clarify.

Crowd - I think what he is asking if you meet all of the requirements even if it is a detriment to every neighbor around you as long you meet the requirements for a residential lot and you own the property, you are going to issue a permit.

Moe Davenport – I'm obligated to issue a permit, yes.

Ray Paquin – But, yet you don't have a department within your committee?

Moe Davenport – I'm not aware of a department that would do what you are saying they should do.

Ray Paquin – Well, I think there should be one.

Moe Davenport – There is a Comprehensive Rezoning and that is done through the County Council and the County and that is done every 6-8 years. At that time, you will see signs all around the county. Comprehensive Rezoning was just done in 2016. At that point in time, there are public meetings and public hearings and I'm sure it was done in 1982. I wasn't working for the county in 1982. But, in 1981 probably there were public hearings and public meetings. The owners of the property at that time petitioned the county to rezone the property from what it was to commercial industrial and at that time there are the public hearings and public meetings who came and who didn't come I don't know. There are certain individuals here that were here potentially and they were familiar with it and participated in those things. At that time, their voice was the opportunity to be heard about what happened to this property. It is going to be zoned something whether it is commercial industrial, it could have easily been residential. In fact, we know that it was a mobile home sub-division at one point in time. We are given that zoning and the owners are given that zoning and that zoning gives the rules and regulations of how that property is developed. That was the time in which the community had the chance to say what they wanted to say about rezoning on that property or whether it is rezoned.

Ray Paquin – As a previous member of our homeowners association I recall having to identify to specific homeowners within that development that they could not put up a specific type of fence they wanted to put up because it was not allowed under our by-laws. Those by-laws were put together strictly based on community opinion. People didn't want to see that type of fence or they didn't want to see that type of pool or whatever. And, yet

there doesn't seem to be any restrictions or any recourse on being able to either prevent or rescale this project based on surrounding community impact.

Moe Davenport – And, those by-laws are within your community. You can't go into Box Hill and tell them whether they can build a certain type of fence and conversely Box Hill cannot tell Philadelphia Station whether they could or could not have a certain fence.

Ray Paquin – Correct, but every community surrounding this project should have the right to be able to identify what can and cannot be done within this project because they are a member of that community.

Citizen – If we have no say then this meeting is pointless. Then why are we here?

Crowd Noise

Citizen – Did we waste our time here today?

Moe Davenport – No, I don't believe you wasted your time here today. I've discussed the process and the laws. You can go to your Council person and ask for the laws to be changed to say you can't develop CI property in this way. Or, there should be 100' buffers or 200' buffers or whatever you would like. Or, change the Public Facilities Ordinances. You give me those laws and we will take care of it. That is what I am trying to tell you. We hear what you are saying and we have met with them and we are trying to get the best product we can out of them.

Ray Paquin – Just one final comment. I look at the number of people here today. This appears to be about the same number of people who got together on the second meeting that was held but, it is about ½ the people that went to the first meeting. I think somebody made a comment earlier about the date and time of this meeting and the first meeting. I think if you take a look at the number of people here and multiply that anywhere from 10 to 20 you will probably get a better number of the people that are opposed to this.

Moe Davenport – We understand that.

Jesse Cunningham – So, there is no recourse. This is like a public comment time.

Moe Davenport – This is a technical advisory committee and it is a meeting that is open to the public so you can share your thoughts, concerns and ask questions to try and have them answered here.

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Jesse Cunningham – In any of these projects through the years have you ever seen where the concerns of the community that you guys over ruled what they want to do in favor of the community.

Moe Davenport – I have been doing this since 1996 and I've worked many times with developers and communities to try to come up with conditions to rectify situations to make them better.

Jesse Cunningham – Are there any areas that you people have talked about that are close to this facility or the church where you think you could work on their behalf to make this work if it is going to anyway.

Moe Davenport – Well, we have asked for special considerations for particularly for the townhouses in Autumn Run which is the most obvious.

Jesse Cunningham – I'm saying after today and the things they brought up. What if there is an injunction or a law suit against Harford County with this community and with a church because of the impact. How would you do that to hold up this project?

Moe Davenport – I'm not an attorney. I can't respond to that.

Todd Urness – If this goes forward can I make a recommendation on lot 2 for storm drain management. Everything is going to drain from 1 to 2 and I don't know how the patterns of drainage will occur but is it possible on the south side of lot 2. Can you lay out a drain ditch that is like a rail along the bottom edges of that lot so anything that goes through that drainage there covering the whole parking lot?

Moe Davenport – I would ask them to look at that.

Todd Urness - That way it would prevent any of the water from flushing down through that wall. That may be a solution.

Cindy Arthur – I don't think anyone is opposing everything that they are doing. I think it is mainly the massive warehouse. I think that is more or less what the problem is. It's huge and I think what everyone in here is wanting is something more condensed not so overwhelming that we don't have a problem with them developing something. I understand they own that property. I've owned back there since 1975. I haven't heard any responses about the lighting situation throughout the whole...

Moe Davenport – Our comments included lighting. There is a lighting ordinance.

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Cindy Arthur – I mean my main concern is yes the traffic issue. That is going to be a huge, huge problem here is the traffic coming in and out of this. Will this be answered? I didn't want to get up and comment on everything she had commented on.

Moe Davenport – I will respond to her or she can call me directly if she would like.

Susan Beckwell – One last thing, on the traffic I took a picture from google traffic at 5:30 of this intersection and do you know that it was all red. I used to come home Abingdon Road and it backs up to the railroad tracks to make the light already and trying to make the left onto Route 7 and try to make a left into our sub-division is nearly impossible if there is an accident on 95. And, do you know how there is an accident on 95? Just watch the line of cars going up Route 7. Luckily, someone stopped and let me get into the sub-division. This area already is a nightmare. I don't go on 924. That is impossible. That is a parking lot. And, now you are going to put this right in the middle of that and so from a standpoint this traffic report is very flawed and I want to see an update to it and I want to see it now. I mean I want to know how that is going to be addressed because already we all are stuck sitting trying to get onto these road and now we are going to add that much more to it. Tractor trailers on Abingdon Road do you know one turned over trying to make the right turn onto Route 7. I heard about that from the Abingdon Fire. Since I've lived here I've watched six phone poles get wiped out on Route 7 because it is a narrow road and there is no access for this kind of development. And, there is no proposal to widen Route 7 or to improve Abingdon Road. They are just going to put another road through and it is really concerning to me because I started out in civil engineering and I know what it means to put a site plan like this big together. I mean, I know there are so many layers to it and so many things to do but, to not do any improvements to already roads that are failed conditions. I am going to be here all of the time and say, when are you going to improve the roads. You are going to keep hearing it from me. Because, like I said our road has not even been improved in seven years and yes, there is a bond still.

Moe Davenport – Understood.

John Van Rossum – 2526 Red Maple Drive. I have come to you numerous times in the past years about this development well, actually this property. It has been changed from Ag to CI but, when they changed that to CI the planning department changed it. It was not requested by the owners. Just like Red Maple Drive was changed to R1 from Ag and that was when Dale Hess purchased the farm where Denny's is. Will they be doing any restoration to HaHa Branch?

Moe Davenport – There is none proposed on the plan.

John Van Rossum – Well my property is right here and right not the HaHa Branch is traveling the sewer line instead of its original route. I talked to Dick Rex this was years back, when he

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was doing restoration to the sewer line. He said, you have to talk to the owners of the property which, Tom Huber is not here and he's not the owner Sam Hapner was the owner and he said it would be up to them to do the restoration. Is that in the works?

Moe Davenport – There are no plans at this point for stream restoration that I know of. With their permit applications for the bridge or other permits in there they may have opportunities to do wetland mitigation and stream restoration as far as the Army Corps permits and the MDE permits but, I'm not aware of any.

John Van Rossum – And, with the bridge with the utilities, you have Gas & Electric plus the water line will that travel the same as the road?

Moe Davenport – I believe so. Probably jack and bore, but I'm speculating.

John Van Rossum – So, that will have to go underneath the HaHa Branch, correct?

Moe Davenport – That is my guess.

John Van Rossum – So, there will be disturbance to HaHa?

Moe Davenport – I don't know where the sewer line connects but, wherever the sewer line connects to the...

John Van Rossum – The regular utilities, electric and gas it is going have to feed the warehouse.

Moe Davenport – Unless it is poles. I don't know at this point.

John Van Rossum -- Also, with the intersection of 24 and Edgewood Road. That original plan was strictly for regular traffic not tractor trailers so there is no on thing for the tractor trailers there? When Abingdon Proving Ground lets out really Edgewood Arsenal that place is nothing but a parking lot. I think everybody in here agrees with me that that is the main issue and safety.

Moe Davenport – Thank you, John. It's nice to see you again.

Cindy Arthur – I have another question. I'm sorry. This brings up another issue because I know State Highway is going to be putting the new lane through to come up from White Marsh, the Express Lane. It is going to be extended so, now that is going to be coming into right there at 24 and 95 and then you are going to have this construction going on probably all at the same time, right? They are going to redo all of the intersections from what I'm

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understanding or should I say the ramps. They are going to be redoing all of those ramps. How is this all coordinating with each other?

Moe Davenport – Any improvements to those intersections as Rich has indicated will be reviewed by MDOT and Maryland Transportation Authority, themselves.

Rich Zeller – They will be responsible for the work.

Cindy Arthur – Right, I've seen it.

John Van Rossum – One more thing on the bridge that crosses the stream will there be any kind of wall on the side if anyone throws a cigarette out it will not start a fire and no trash would go into the stream.

Moe Davenport – I'm not certain that they are that far in the design on this.

Aimee DiPietro – We will have abutments on either side and there will be fencing as well.

John Van Rossum – Well, a cigarette butt can still go down there and start a fire.

Moe Davenport – It's so wet down there, John.

Crowd Laughter

Art Benser - I live on Van Bibber Road. On the other side of 7 and a house was built behind mine a couple of years ago and ever since that house was built the springs or whatever was disturbed because of it my backyard you can't even walk on it a lot of time. You can't even walk on it. The water flows down my backyard through my front yard, down my driveway and out into the street. It is still doing it as of this morning and we haven't had rain now for a while. We all know that trees are a great absorber of water. They eat a lot of water up. If you clear 100- 200 acres of trees out of there the situation that you have now is going to be an awful lot worse and what people have been saying about the HaHa flooding Route 7 that is going to be a very major issue. The other thing that I'm particularly concerned about and we have all talked about it and all know about it is the interchange there at 24. That's has always been one of the biggest bottle necked and most dangerous intersections in Harford County. It is terrible. Even on a normal business day in the morning if you are going from Route 7 up toward Bel Air you can't get through that light where the Exxon Station and Denny's is because traffic is backed up through that intersection. That's terrible and they you have tractor trailers coming off of 95 to go into this place they are going to have to go across three lanes of traffic. That is going to be a very dangerous and serious concern. If there has to be modifications made to the interchange at whose expense is this? Ours? The taxpayers?

Moe Davenport – They are obligated for their impacts. The property owners.

Art Benser – That is a major, major thing.

Moe Davenport – It is.

Art Benser – I just know how that is going to work? With the interchange and cutting down all of these trees and putting in impervious parking lots and buildings in there I just can't imagine the mess we are going to have once this starts. I don't see how with a clear conscious you can approve any of this.

Moe Davenport – Understood.

Beth Shepard – I live in Autumn Run. Is it my understanding that there are no plans and no intentions at all to widen Route 7 or Abingdon Road? Those two roads cannot handle the traffic there now. Are there no plans? No nothing for these single lane roads?

Rich Zeller – I am not aware of a project right now off the top of my head. State Highway Administration as someone pointed out the improvements that are identified in the traffic study. Those aren't what is going to be done. That traffic study process is incomplete. When the State Highway Administration and the County complete their review of the study they will look at the discrepancies that you mentioned and they will make recommendations that requirements for improvements to mitigate that under the Adequate Public Facilities ordinance that's in place. That is what is going to happen. What is in that study, is not final. That is what they prepared. If it is right or wrong, we will let them know.

Anjum Khalid – I live in Abingdon. If the traffic study is incomplete and all...

Rich Zeller – The traffic study is complete. But, we haven't completed our review of that study. The process for getting approval of the traffic study has not been approved.

Anjum Khalid – It has not been approved?

Rich Zeller – No. That is the answer. It has not been approved by the County or the State nor will it be until it meets our requirements.

Crowd Noise - Can you explain the process?

Moe Davenport – We are not approving the plan. We have already asked for a revised plans. We will get revised plans back most likely the traffic study itself we will make comments on and request them to revise those studies and then they will give it back to us. Until we determine that they have met all of the requirements we can't issue approval. But,

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when they do we have to issue approval. This is a significant project it can't be approved overnight. There will be a number of revisions to the plans and until we find they are in compliance with all of the regulations and codes.

Raymond Steeley – When are there more public meetings on this project?

Moe Davenport – Only if they abandon the plan and do something contrary to the plan would we have another public meeting. Now, with that being said they are not developing 5 or 6 of the lots and when they come back they will come back through this process.

Raymond Steeley – How can we find out people's questions that are answered today? How can we find out what changes are made?

Moe Davenport – We will post the plans that we receive, the revised plans back on our webpage and they will be available to you. If they revise the traffic impact study we will put those revisions on our webpage so they are accessible. If you have questions about them you can contact us.

Raymond Steeley – The lady would like to know who to contact?

Susan Beckwell – What is the webpage?

Lori Pietrowski – It is harfordcountymd.gov

John Van Rossum – Were you with Planning & Zoning when they wanted to put the largest mall over in Constant Friendship?

Moe Davenport – No

John Van Rossum – Because, they got enough signatures to actually take that to a referendum and we voted on it. Is this going to be the same thing?

Moe Davenport – That was a rezoning I think but, I'm not aware of the particulars of that development. Once we issue the approvals, if you think that we are not complying with the laws you could appeal this I believe to the Circuit Court.

John Van Rossum – But, this could not be brought to referendum to vote this out?

Moe Davenport – I'm not aware of that, no.

Moe Davenport – I'll stick around if you have any other questions or comments. I want to thank everyone for their attendance and hope you have a good day.

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Meeting adjourned at 1:15 Pm.